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American Railroad Journal.

New York, Saturday, July 13, 1867.

Merchants' Union Express Co.

We notice in our exchanges that large and enthusiastic meetings of stockholders of the Merchants' Union Express Co., are being held at several important points in the West, at which great determination is evinced to support the company by a prompt response to all calls upon its stock, and renewed exertions to increase the business by all honorable and legitimate means. The Buffalo *Express* of June 28th, says:

Resolved, That we will stand by the Merchants' Union Express Co., through evil or good report to the extent of our ability, and that we pledge to each other and the company our business and influence.

Resolved, That we hereby pledge ourselves to pay promptly this last and all future assignments (if any) on our stock, up to its full par value, if the same shall be necessary to bring this contest to a successful issue, and establish this company as one of the fixed institutions of the age.

Resolved, That the report of our committee, appointed to visit Auburn, has been eminently satisfactory, proving the affairs of the company to be in a more prosperous condition, after the severe struggle through which we have passed, than we had even dared to hope.

We also copy from the Chicago *Republican* of 6th inst., proceedings of a meeting of stockholders representing nearly a million of dollars of the stock:

Resolved, That we will promptly pay the present call of ten per cent., and all other calls our Executive Board and Trustees may deem necessary in order to insure a lasting and triumphant success.

Resolved, That so long as the Merchants' Union maintains only a fair and just remunerative tariff, treats the business community courteously and honorably, and conducts its affairs with the prudence, skill and economy heretofore exhibited, we will not only give it our entire business on all lines over which it runs, but will use our influence with our numerous friends and customers who are not stockholders to induce them to aid us by their patronage.

Resolved, That the establishment by the Merchants' Union Express Company of a new fast freight line—The People's Dispatch—is deemed by us an eminently wise measure, and we pledge ourselves to sustain it both with our patronage and influence, feeling every assurance that it will not only achieve a deserved success, but give the fullest satisfaction to the business public. It is not generally understood by the public that the Merchants' Dispatch is owned by the American Express Company, and the Great Western Dispatch by the United States Express Company, and that every dollar paid to either of their fast freight lines goes directly to the support of these Express Companies, and is so much taken from the support of our own stock. Every stockholder in the Merchants' Union Express Company should bear this in mind.

Annual Exhibition of the American Institute.

The Managers announce that the Grand Autumnal Exhibition will be held from the 12th of September to the 26th of October, 1867, inclusive, from 9 A. M. to 10 P. M., in the spacious armory of the Twenty-second regiment, on Fourteenth street, near the Sixth avenue, New York. Inventors, artists, manufacturers, proprietors of labor-saving machinery, and those engaged in agricultural and horticultural pursuits, are invited to send their best specimens of work and ingenuity to compete for prizes to be awarded.

Though the armory halls are the largest in the city, covering not less than forty thousand square feet, the managers state that they are compelled to discriminate in their allotments in favor of those who make early application for space, and more especially those who offer novelties of acknowledged utility which have not been exhibited at former fairs. The Institute has adopted the following classification of articles offered for exhibition; each of the seven departments—embracing seven groups—being made the special care of a sub-committee consisting of three managers:

I. Department of Fine Arts and Education.
II. Department of the Dwelling.
III. Department of Dress and Handicraft.
IV. Department of Chemistry and Mineralogy.
V. Department of Engines and Machinery.
VI. Department of Intercommunication.
VII. Department of Agriculture and Horticulture.

In order to confer the greatest benefit on successful exhibitors, the Institute has directed that hereafter the most prominent feature of the award shall be a testimonal or statement of the advantages and good qualities of the prize articles, given in such terms that it may be used by the successful competitor as evidence of its value.

The exhibition rooms will be open for the reception of goods daily from the 4th to the 11th of September next. Only those articles produced in the United States will be allowed to be entered for competition, though other articles will be received for exhibition.

On the evening of the 26th of October, the closing address will be delivered and other interesting ceremonies take place, after which the names of the successful competitors will be announced.

Great Russian Railway.

The annual meeting of this enterprise has just been held at St. Petersburg. At this meeting, Mr. Baring and General Kerbedz were re-elected directors for five years. The report presented to the meeting showed that the receipts for 1866 amounted to 10,717,637 roubles, of which 6,166,374 roubles were earned on the Warsaw line and the Prussian branch, and 4,551,263 roubles on the line from Moscow to Nijni. The total receipts in 1865 were 10,252,587 roubles, so that the revenue of the company increased in 1866 to the extent of 465,050 roubles. The receipts of the current year have presented a further progress, showing an augmentation over the corresponding period of 1866 of 10 per cent. on the Warsaw line, and 5

per cent. on the Nijni line. Notwithstanding the importance of the receipts, however, the company has again failed to pay a dividend, as the working expenses absorb from 70 to 75 per cent. of the revenue acquired. The shareholders enjoy, however, a guarantee of 5 per cent. from the Russian Government—a guarantee which has been duly provided for.

Cincinnati, Hamilton and Dayton R. R.

The income and expenses of this company for the years ending March 31, 1866 and 1867, were as follows:

Income:	1866.	1867.
From passengers	$545,666 09	$457,665 26
" freight	748,678 38	737,001 15
" mails & express	46,690 66	41,763 10
" rent of track, etc.	18,773 90	41,100 00
" rent of real estate	1,757 44	.....
" rent of machin'ry	.....	21,833 49
" miscellaneous	.....	2,173 67
	$1,361,566 47	$1,301,536 67
Expenses, viz:		
Repairs of road	$170,847 67	$139,729 83
" bridges	15,638 09	80,151 70
" buildings, etc.	14,372 06	18,384 40
Passenger expenses	139,765 63	148,086 51
Freight expenses	216,864 38	211,857 23
Other trains expenses	26,087 14	29,400 21
Station expenses	118,573 66	122,096 06
Office expenses	28,000 91	31,495 92
Shops, etc., expenses	39,603 11	22,587 40
Watching bridges	6,960 21	7,064 04
Miscellaneous	34,174 79	36,740 80
	$829,276 95	$847,594 10
Balance of earnings	$532,289 52	$453,942 57

From which deduct—		
Interest on bonds	$123,151 88	
General interest and exchange	39,127 06	
Taxes—State	34,516 32	
" National	17,892 15	
" on manufactures	8,363 22	
" on profits	8,148 87	
Insurance	1,460 00	
Sundries profit and loss	734 65	
		233,394 15
Leaving as net earnings		$220,548 42
Add amount to credit of surplus, March 31, 1866		547,076 86
		$767,625 28
Applied as follows:		
Two dividends of five per cent	$297,328 00	
Discount on bonds sold	65,720 00	
		363,048 00
Leaving to credit of surplus account, March 31, 1867		$404,577 28

The gross receipts for fifteen years ending March 31, 1867, have been as follows:

1853	$321,793 17	1861	$615,071 07
1854	463,021 45	1862	646,205 67
1855	483,629 48	1863	877,403 86
1856	471,885 70	1864	1,083,328 47
1857	518,333 95	1865	1,241,856 71
1858	487,421 27	1866	1,361,566 47
1859	489,437 92	1867	1,301,536 67
1860	561,681 52		

The gross earnings of the past show a decrease from those of the preceding year of $60,029 80, and the net earnings a decrease of $98,394 75. The operating expenses show an increase of $18,317 15, and the earnings less operating expenses a decrease of $78,346 95. The entire expenditures, including interest, taxes, etc., were, $1,080,988 25—an increase over the previous year of $38,364 95. The balance of income after deducting all expenditures, was $220,548 42, a decrease of $115,181 24. The gross earnings of the road per mile were, $21,692 28, against $22,692 79 in 1865–'6—a decrease of $1,000 51. The per centage of operating expenses was 65.12. The report says:

The falling off in receipts has been less than anticipated during the year, and much less in proportion than on many of our leading roads. Two successive failures of crops, the general stagnation of business, and the strong competition of water routes, resulting in extreme low through rates have had an unfavorable effect upon the freight earnings, but not to as great an extent as expected.

The local passenger earnings on this, as well as on the Dayton and Michigan Road, show a very considerable decrease, consequent doubtless upon a general dullness of trade and the prevalence of cholera during the months of August, September and October last. The same may be said of many of our Western roads, where the local passenger traffic has fallen off from thirty to forty per cent.

The unusual expenses of transportation are still kept up by the high price of labor and supplies, and there seems at present but little prospect of an improvement in this respect. A constant effort has been made during the past year to reduce the number of men engaged in operating the road, maintaining the track and superintending the business of the company. Quite a reduction in the number has been made, and the pay rolls of March show only an average of five and one-half men per mile on the roads operated by this company, including all engaged from the President to the Brakeman. This, we believe to be much below the average on roads similarly situated, and doing an equal amount of business. The average price paid per month, embracing all the mechanics in the shops, those running trains, repairing track and rebuilding bridges, as well as the general officers and agents of the companies, is $57.66.

The prospect for a profitable summer's business is not very bright, but it is hoped that good crops will bring up the average of the year to equal the one just past.

For net profit, at the present time, our company must mainly rely on its local business. Through freights are now carried at a price below the actual cost of transportation, on some of our leading roads between the East and West. This arises from a scarcity of freight, and from an unwise and ruinous competition, originating in a measure, from the employment of two sets of agencies by leading roads, to obtain through business.

The road and its equipment has been kept up during the past year in good condition, and has been operated with the usual freedom from accident to persons and property. The expenditures, consequent on the damage done our road by the floods of 1866, have added much to the cost of operating expenses.

The business in connection with the Atlantic and Great Western Railway, continues to increase; and although the expenditure was very large to accommodate the new connection, still it already pays the transportation expenses and a fair interest on the investment. From this important connection we confidently look for a large increase of business. The A. & G. W. Railway has recently passed into the hands of a receiver, but this will not interrupt the regular and successful working of the same; on the contrary, the company will be the better able to expend the necessary amount to keep the road in first class order, and to transact a larger amount of business to the satisfaction of the public.

The Cincinnati and Indianapolis Junction Road, which connects with our road at Hamilton, will be completed to Indianapolis during the present year. A company of enterprising and wealthy gentlemen of our city have taken a contract for the finishing of the road, and they will advance the requisite amount of money. This road is now one of the important feeders of our line, and will become much more so when extended to Indianapolis, and to a connection with the railroads centering there. It is anticipated that the increase of business from this source, and from the Cincinnati, Richmond and Chicago road, will make the extension of our double track to Hamilton, the point of connection, a matter of necessity within the next two years. Those who have undertaken to extend the Junction Road to Indianapolis, are mostly large stockholders in the Cincinnati, Hamilton and Dayton Company, and we cannot but wish them great success in their enterprise.

The Board of Directors have recently concluded an important contract with the Cincinnati, Dayton and Eastern (short line) and the Sandusky Dayton and Cincinnati Companies, which is herewith submitted to your consideration and approval. By an examination of the contract you will see that the annual sum to be paid to the Cincinnati, Hamilton and Dayton Company for the use of its narrow gauge track between Dayton and Cincinnati, will be equal to the interest on half the cost of the same, including our valuable depot grounds in Cincinnati, Hamilton and Dayton; the depots and grounds in Cincinnati not to be used by the Cincinnati, Dayton and Eastern Company, except temporarily, when the floods in the Ohio River interrupt the business of other roads terminating on the low grounds of our city. In addition to the annual rental of $130,000 per annum, the Cincinnati, Dayton and Eastern Company are to pay a proportion of all repairs to tracks and bridges, according to the number of cars and locomotives run on and over the same. The Cincinnati, Dayton and Eastern are to do no local freight business on the line of the Cincinnati, Hamilton and Dayton, nor any passenger business, with the exception of that received at Hamilton and Middletown, on two trains, where they stop for the purpose of taking wood and water.

This contract has received the unanimous approval of the several Boards of Directors, and is regarded as important to both contracting parties. The Cincinnati, Hamilton and Dayton Company will receive a satisfactory price for the facilities which they have to spare, and the Cincinnati, Dayton and Eastern Company will obtain an independent entrance into Cincinnati, for the annual interest on one-half it would cost them to build a road from Dayton to Cincinnati. It also puts at rest the question of a rival line to the Cincinnati, Hamilton and Dayton Road between its two terminal points, which would be highly injurious to the interests of both corporations. The Cincinnati, Dayton and Eastern are to have the use of the track of the Cincinnati, Hamilton and Dayton to a point a few hundred feet east of Mill Creek, the western border of our city.

The construction account of the Cincinnati, Hamilton and Dayton Road, including both the narrow and broad gauge tracks, stands on the books as follows, viz:

Equipment, real estate and depots	$5,265,501 71	
Amount advanced to D. & M. road for permanent improvements and equipment	323,117 96	
Amount of bonds held in Junction Road, and other assets	149,333 93	
		$5,737,953 60
Amount of stock issued	$3,260,800	
Amount of bonds issued	1,759,000	
		5,019,800 00
Leaving a balance of		$718,153 60

The real estate and depots in Cincinnati, Hamilton and Dayton, are stated in the above at cost. It would require at this time a million of dollars more to provide the same amount, equally well situated for business.

The bills payable of the company, created by the expenditures for equipment, extending side tracks and for permanent improvements on the Dayton and Michigan Road, now amount to $529,724 93. To pay off this floating debt, and to enable the company to continue the payment of cash dividends from October next, the Board of

Directors have authorized and directed the issue of additional mortgage bonds, payable in ten years, with a sinking fund of twenty-five thousand dollars per annum. The bonds will bear eight per cent. interest, payable semi-annually in New York, and will not be sold for less than par. These bonds, it is believed, will command ready sale in Cincinnati. It is proposed, however, to give to all Stockholders East and West, an opportunity of taking their *pro rata* proportion. The mortgage will provide for an issue of one million dollars, though no more will be disposed of at the present time than is sufficient to pay off the debt incurred. The remainder will be held until such time as it may be necessary to extend our double track to Hamilton.

The earnings of the Dayton and Michigan as well as those on the Cincinnati, Richmond and Chicago, have been seriously affected by the failure of crops. Those of the D. and M. have also been interfered with by the opening of the Atlantic and Great Western Railway which has received from, and delivered to the Cincinnati, Hamilton and Dayton Road, at Dayton, a large amount of through freights, heretofore transported by way of Toledo; this was unavoidable in the ordinary course of business, as shippers avail themselves of the route which makes the quickest time, and subjects the freights to the fewest handlings. The local freight traffic of the D. and M. road however, shows an increase equal to the falling off in through traffic.

The rapid development of the country, especially that on the northern portion of the Dayton and Michigan Road, more than meets our expectations. Between Lima and Toledo mills have been built in large numbers during the past year or two, for sawing of lumber, for which there is great demand both in Cincinnati and the East; at almost every point where mills are erected, small villages are springing up, giving promise of future business of great importance to the road. The loss of timber immediately on the line of the road will subject the company to a higher charge for fuel; but this loss will be returned four fold in the increase of the product of the land in grain, live stock and manufactures.

It is the policy of the company to give special attention to the increase of local business on the line, believing that in a very few years it will give to the stockholders a rich return. Thus far the Cincinnati, Hamilton and Dayton Company are in advance to the Dayton and Michigan, for permanent improvements on the line; but the period is not distant when this will be returned, and the policy of leasing the road fully demonstrated.

The General Assembly of Ohio, at its recent session, passed an enactment of general interest to all stockholders and managers of Railroad Companies in the State, providing for the appointment of a Railroad Commissioner, with general powers, mainly directed to the collection of such authentic knowledge as will serve as a basis for future legislation, looking to the protection of the public, including the class which now owns railroad property, as well as that which deals with railroad companies. Under this law, the first appointment to the office has been conferred upon Gen'l Geo. B. Wright, in whose well directed efforts to promote the important public interests with which he is charged, it will be the pleasure, as it is made the duty of the directors and officers of this company to co-operate.

There have been placed in the track during the year, 367 tons of iron, 30,823 cross ties, 47,950 lbs. spike, and 22,444 lbs. wrought iron chairs. The equipment has been increased by the addition of 2 new locomotives, 8 passenger, 8 baggage, 80 box, 14 platform and 11 stock cars. The equipment now consists of 34 locomotives, 30 passenger, 2 mail, 13 baggage and express, 1 paymaster's, 242 box freight, 30 stock, 110 platform, 46 lime and coal, 9 caboose, 24 hand and 8 truck cars.

The receipts from operations of the Dayton and Michigan Railroad during the year were $853,363 57; from sale of tug and real estate, $6,260 36—total, $859,623 93. The expenditures were: operating expenses, taxes, insurance, etc., $639,249 93; interest and discount on bonds, $264,065 83; construction, equipment, etc., $35,818 48; Toledo Depot improvements, $16,762 14; Trustee of sinking fund, $30,000; Buffalo and Lake Erie steamboat stock, $25,000—total, $1,010,896 38; excess of expenditures over receipts, $151,272 45; to which add balance from previous year, $171,845 51—making a total of $323,117 96, due C., H. and D. R. R. Lessee.

The receipts from operation of the Cincinnati, Richmond and Chicago Railroad for the eleven months ending March 31, 1867, were $189,523 20. The expenditures were: operating expenses, rents to other companies, mileage of cars, $158,377 33; interest on bonds, $24,175 08; taxes, State and National, $5,525 10; construction, $991 20—total, $189,068 71—balance due C., R. & C. R. R. as lessors, $454 49.

BALANCE SHEET, MARCH 31,

	1866.	1867.
Construction	$3,920,736 12	$3,930,423 36
Equipment	826,107 09	991,195 26
Real estate	338,123 60	343,883 09
Wood and material on hand	288 174 24	233,946 52
Wood lands	16,245 56	12,540 00
Bills receivable	24,152 24	21,696 70
Stocks and bonds	234,417 33	149,333 93
Due from railroad companies	15,963 19	55,695 16
Due from individuals	58,841 08	18,363 82
Due from P. O. Dept.	4,125 88	4,987 14
D. & M. R.R. lessors' account	171,845 51	323,117 96
Cash and cash assets	97,844 97	112,354 61
	$5,996,576 81	$6,197,537 55
Capital stock	$3,000,000 00	$3,260,800 00
First mortgage bonds	379,000 00	9,000 00
Second "	1,250,000 00	1,250,000 00
Third "	.....	500,000 00
Surplus earnings	547,076 76	404,577 18
Interest on bonds	2,862 30	3,117 40
Dividends unpaid	122,439 50	22,197 50
Due railroad companies	174,323 30	85,061 02
Due individuals	55,195 72	49,673 63
Due United States	14,436 24	11,981 95
Pay rolls for March, C., H. & D., and D. & M.	68,242 99	64,715 22
Pay rolls for March, C., R. & C.	.....	6,334 23
Bills payable	383,000 00	529,724 93
C. R. & C. R. R. lessors' account	.....	454 49
	$5,996,076 81	$6,197,537 55

President.—S. S. L'HOMMEDIEU.

Directors.—John W. Ellis, John Young, Geo. H. Hill, George T. Stedman, William Goodman, Lowell Fletcher and William Beckett.

Vice President.—JOHN W. HARTWELL.

Secretary and Treasurer.—FREDERICK H. SHORT.

Gen'l Superintendent.—DANIEL MCLAREN.

Ass't Superintendent.—LEWIS WILLIAMS.

☞ A company, which has undertaken the construction of a line from Orel to Witebsk, is issuing a capital of 4,500,000*l.* in shares. It is also authorized to create obligations to the amount of 1,500,000*l.*, on which the Russian Government guarantees an interest of 5 per cent. per annum, and 1.12 per cent. per annum for redemption in eighty-five years.

Grain Trade of Buffalo.

The following will show the imports of flour and grain into Buffalo from the West by Lake and Grand Trunk Railway for the month of June, and since Jan. 1, 1867, as compared with previous years:

FOR THE MONTH OF JUNE.

	Flour, bbls.	Grain, bush.	Grain, includ'g Flour, bush.
1867	76,382	2,884,810	3,256,729
1866	144,180	10,198,545	10,910,445
1865	240,336	5,763,955	6,075,975
1864	302,757	7,594,272	9,108,057
1863	463,595	10,253,224	12,601,109
1862	415,443	6,188,724	8,265,879
1861	285,853	5,383,665	6,812,320
1860	123,026	2,794,711	3,409,811

FROM JANUARY 1, TO JULY 1.

	Flour, bbls.	Grain, bush.	Grain, includ'g Flour, bush.
1867	186,514	6,088,936	7,021,506
1866	340,442	16,554,893	18,247,103
1865	628,684	10,495,060	13,643,480
1864	811,560	13,950,163	18,007,963
1863	1,191,557	18,384,055	24,351,837
1862	1,037,347	13,908,908	20,095,063
1861	598,491	11,598,164	14,590,610
1860	387,056	6,543,256	8,175,238

The canal exports from opening to July 1, compare as follows:

	1865.	1866.	1867.
Flour, bbls	86,776	12,787	324
Wheat, bush	2,554,942	1,448,576	185,632
Corn, bush	2,781,074	6,962,048	2,577,173
Oats, bush	2,910,788	2,877,999	885,573
Barley, bush	168,141	46,045	25,600
Rye, bush	104,778	209,309	54,490
Total grain, bu.	8,519,723	11,534,977	3,728,468

The following will show the receipts of tolls at Buffalo from the opening of the canal (May 1,) to July 1, from 1860 to 1866 inclusive, and from May 6 to July 1, in 1867:

1867	$306,738 45	1863	$954,067 37
1866	566,629 61	1862	835,596 93
1865	452,032 73	1861	485,331 66
1864	704,327 69	1860	286,924 51

Canadian Railways.

The following statement, derived from official sources, will show the length and cost of the Canadian Railways:

	Miles.	Cost.
Great Western	345	$23,855,881
Grand Trunk	1,377	80,704,095
London and Port Stanley	24½	1,032,850
Welland	25½	1,622,853
Northern	97	5,457,789
Port Hope, Lindsay and Beaverton	43	1,593,586
Cobourg and Peterboro'	27	400,000
Port Hope and Peterboro'	14	900,009
Brockville and Ottawa	86½	2,602,024
Prescott and Ottawa	54	3,008 994
Carillon and Grenville	13	95,077
Stanstead, Shefford and Chambly	44	1,216,000
St. Lawrence and Industrie	12	54,100
European and North American	108	4.747,713
New Brunswick & Canada	88	2,750,090
Windsor and Halifax	93	4,319,507
Total	2,437½	$133,360,409

☞ The Hudson *Gazette* says the Athens and Schenectady Railroad was sold on the 28th ult., to the Central Railroad Company, and adds that the purchase was equally divided between the Drew and Vanderbilt interests.

Commerce of New York.

The foreign imports at New York for the month of June are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$10,682,728	$8,947,379
Do. for warehousing....	10,957,050	10,478,305
Free goods	1,002,330	1,043,040
Specie and bullion.....	94,549	499,184
Total entered at port...	$22,736,652	$20,967,908
Withdrawn fr. wareh'use	8,967,431	6,910,287

The foreign imports at New York for the six months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	$88,759,762	$64,972,615
Do. for warehousing....	66,426,467	64,071,291
Free goods.....	7,036,616	5,975,691
Specie and bullion	1,180,186	1,556,696
Total entered at port..	$163,403,031	$136,576,293
Withdrawn fr. wareh'se	49,993,854	59,487,891

The foreign imports at New York for the fiscal year ending June 30th, were:

	1865–'66.	1866–'67.
Entered for consumpt'n.	$179,101,519	$140,013,482
Do. for warehousing...	112,356,494	117,877,762
Free goods.....	12,423,741	11,940,663
Specie and bullion....	2,251,644	9,954,539
Total entered at port..	$306,133,398	$279,786,446
Withdrawn fr. wareh'se	88,891,375	109,735,319

The following is a classification of imports for the year ending June 30th:

	1865–'66.	1866–'67.
Dry goods.....	$137,055,834	$103,407,278
General merchandise..	166,825,920	166,424,629
Specie and bullion....	2,251,644	9,954,539
Total imports.....	$306,133,398	$279,786,446

The following statement will show the revenue from Customs at New York for the month of June, the previous five months, and for the fiscal year ending June 30th:

	1866.	1867.
In June	$9,559,898 38	$7,725,135 60
Previous 5 months.	57,988,291 40	51,629,553 30
Total in 6 months.	$67,548,189 78	$59,354,688 90
Total fiscal year.	$132,625,518 65	119,886,260 72

All of the above figures represent gold. The imports are reckoned only at their foreign cost in gold, neither freight nor duty being added.

The exports from New York to foreign ports in the month of June, were:

	1866.	1867.
Domestic produce	$9,601,089	$14,346,769
Foreign free goods.....	55,074	43,214
Do. dutiable.....	606,255	713,137
Specie and bullion	15,890,956	6,724,272
Total exports.....	$26,153,374	$21,827,392
Do. exclusive of specie.	10,262,418	15,103,120

The exports from New York to foreign ports for six months from January 1, were:

	1866.	1867.
Domestic produce.....	$104,254,136	$91,147,858
Foreign free goods....	458,794	287,238
Do. dutiable	3,025,987	4,211,544
Specie and bullion.....	45,782,430	24,595,662
Total exports	$153,521,347	$120,242,302
Do. exclusive of specie	107,738,917	95,646,640

The exports from New York to foreign ports for the fiscal year ending June 30th, were:

	1865–'66.	1866–'67.
Domestic produce.....	$210,352,823	$173,549,691
Foreign free goods....	763,633	534,927
Do. dutiable	4,323,375	6,152,659
Specie and bullion....	57,870,354	41,366,932
Total exports	$273,309,185	$221,604,209
Do. exclusive of specie	215,438,831	180,237,277

The shipments of specie are given at their tale or counted value, but all the other items are computed at their market value in paper money.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool.....	$1,640,136	$698,480
" cotton...	640,670	447,607
" silk	644,556	608,553
" flax	646,473	396,313
Miscellaneous dry goods..	301,738	323,617
Total entered for consump.	$3,873,573	$2,374,570

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool.....	$1,521,583	$407,685
" cotton...	335,455	264,290
" silk	437,074	400,263
" flax	739,779	217,688
Miscellaneous dry goods..	70,283	48,948
Total withdrawn from warehouse	$3,104,174	$1,338,874
Add entered for consump.	3,873,573	2,374,570
Tot. thrown on the market.	$6,977,747	$3,713,444

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool.....	$1,570,707	$1,345,706
" cotton ...	418,391	132,007
" silk	379,906	199,710
" flax	435,292	131,225
Miscellaneous dry goods..	97,375	62,095
Total entered for wareh'g..	$2,901,671	$1,870,743
Total entered for consump.	2,873,573	2,374,570
Total entered at the port..	$6,775,244	$4,245,313

The imports of foreign dry goods at New York for six months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool....	$16,029,697	$7,656,231
" cotton..	9,506,099	6,255,394
" silk	9,974,791	5,809,881
" flax	7,545,686	4,577,547
Miscellaneous dry goods.	3,901,200	3,155,967
Tot. entered for consump.	$46,957,473	$27,455,020

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool....	$8,341,121	$9,122,884
" cotton..	4,057,810	4,839,569
" silk	3,771,483	4,167,255
" flax	3,170,749	4,227,887
Miscellaneous dry goods.	643,335	903,084
Total withdrawn from warehouse	$19,984,498	$23,260,179
Add entered for consump.	46,957,473	27,455,020
Total thrown on the market.....	$66,941,971	$50,715,199

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool....	$10,303,540	$8,260,469
" cotton..	3,791,850	4,171,062
" silk	4,426,161	3,285,462
" flax	3,496,335	2,709,387
Miscellaneous dry goods.	739,503	1,017,885
Total entered warehouse.	$22,757,389	$19,444,265
Add entered for consump.	46,957,473	27,455,020
Total entered at the port.	$69,414,862	$46,899,285

The imports of foreign dry goods at New York for the fiscal years ending June 30, 1866 and 1867, were:

ENTERED FOR CONSUMPTION.

	1865–6.	1866–7.
Manufactures of wool..	$37,251,361	$22,176,901
" cotton	18,908,481	11,454,048
" silk ..	21,967,699	12,252,016
" flax ..	15,526,357	9,703,574
Miscellane'us dry goods	6,918,506	6,844,714
Total ent. for consump.	$100,572,404	$62,431,253

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1865–6.	1866–7.
Manufactures of wool..	$13,135,752	$17,697,334
" cotton	4,910,392	6,504,062
" silk ..	5,500,117	7,882,075
" flax ..	4,674,277	6,368,926
Miscellane'us dry goods	911,734	1,476,520
Total withdrawn from warehouse	$29,132,272	$39,928,917
Add ent. for consump..	100,572,404	62,431,253
Total thrown on the market	$129,704,676	$102,360,170

ENTERED FOR WAREHOUSING.

	1865–6.	1866–7.
Manufactures of wool..	$15,923,266	$17,811,741
" cotton	6,210,498	6,961,949
" silk ..	7,493,233	7,280,109
" flax ..	5,842,026	6,998,309
Miscellane'us dry goods	1,014,407	1,924,017
Total ent. for warehouse	$36,483,430	$40,976,025
Add ent. for consump..	100,572,404	62,431,253
Tot. entered at the port	$137,055,834	$103,407,278

The progress of the trade from month to month, during the three last fiscal years, is exhibited in the annexed statement:

	1865.	1866.	1867.
July ...	$6,762,750	$7,226,233	$10,727,463
August.	7,529,800	13,462,212	14,870,338
Sept....	4,147,449	11,198,257	9,175,675
October.	2,996,100	12,187,332	8,485,550
Nov....	2,235,107	12,687,947	7,259,236
Dec....	1,558,567	10,578,991	5,989,731
Jan....	2,350,635	15,769,091	11,928,872
Feb....	3,723,690	16,701,578	9,786,615
March..	3,324,599	14,833,273	10,227,579
April...	3,869,706	7,336,564	5,274,455
May ...	3,913,468	7,299,112	5,436,451
June ...	5,442,068	6,775,244	4,245,313
	$49,853,939	$137,055,834	$103,407,278

The following statement will show the value, landed here, of each class of goods during the fiscal years ending June 30, 1866 and 1867:

	1865–6.	1866–7.
Manufactures of wool...	$53,174,627	$39,988,642
" cotton.	25,118,979	18,415,997
" silk ...	29,460,932	19,532,125
" flax ...	21,368,383	16,701,783
Miscellaneous dry goods	7,932,913	8,768,731
Total imports.....	$137,055,834	$103,407,278

The imports of dry goods at New York for each year since 1850 have been as follows:

	Value.
1850–1	$64,613,747
1851–2	58,221,062
1852–3	79,192,513
1853–4	92,389,627
1854–5	62,918,443
1855–6	85 898,690
1856–7	92,669,088
1857–8	67,317,736
1858–9	93,549,083
1859–60	107,843,205
1860–1	82,310,345
1861–2	38,155,720
1862–3	61,963,037
1863–4	83,234,966
1864–5	49,853,939
1865–6	137,055,834
1866–7	103,407,278

Dayton and Michigan Railroad.

The income and expenses of this company, for the fiscal years ending March 31, 1866 and 1867, have been as follows:

Income:	1866.	1867.
From passengers	$409,739 74	$307,095 85
" freight	495,663 43	497,345 74
" mails and express	44,322 87	47,583 98
" rents, etc.	1,631 42	1,338 00
	$951,357 46	$853,363 57
Expenses, viz:		
Machine shop	$17,849 49	$11,895 16
Maintenance of way	188,713 07	201,106 61
Locomotive power	170,573 39	142,538 51
Train expenses	111,552 26	98,504 30
Station "	59,787 99	56,364 76
Office "	21,857 67	25,313 17
Rents to other roads	8,205 91	12,148 28
Mileage of cars	12,821 39	38,610 61
Miscellaneous expenses	20,062 08	12,925 08
	$611,423 25	$599,406 48
Net earnings	$339,934 21	$253,957 09

Applied as follows:

Interest on bonds	$260,887 88	
General interest and exchange	269 73	
Taxes, State	30,717 48	
" National	13,143 03	
Insurance	315 00	
		305,333 12
Making an excess of expenses over income of		$51,376 03

The receipts during the past year compared with those of the year previous, show a decrease of $97,993 89; with a decrease in operating expenses and renewals, interest, taxes and insurance, of $53,688 30—making the net decrease $44,305 59.

The amount due lessee, as per last report, was		$171,845 51
Which has been increased,		
For construction	$24,136 49	
For fencing	5,590 24	
For equipment	4,590 00	
For right of way	501 75	
For Buffalo and Cleveland steamboat stock	25,000 00	
For Toledo improvement	16,762 14	
For sinking fund	30,000 00	
		106,580 62
Advanced on account of expenses during the year		50,952 19
Total		$329,378 32
Less from sale of tug	$3,860 36	
" " real estate	2,400 00	
		6,260 36
Leaving a balance due Lessees, March 31, 1867, of		$323,117 96
Add interest on bonds accrued since lease and uncalled for		5,843 87
Total		$328,961 83

The capital stock (new) has been increased since the last report, $15,104 12, by the exchange of old stock and accrued interest, leaving $99,857 01 of the latter still out.

The bonded debt has been decreased $69,030, by the sale of bonds held in trust for that purpose, and the operation of the sinking fund.

The first mortgage bonds, amounting to $283,000, fall due on the 1st day of July, 1867, to meet which the Trustees hold a like amount of second mortgage bonds, which will then become the first mortgage, with the additional security of the interest guaranteed by the C., H. & D. R. R. Lessees.

The receipts of the road for the past six years have been as follows:

Year ending March 31, 1862	$400,168 37
" " 31, 1863	663,705 55
" " 31, 1864	768,246 20
" " 31, 1865	1,069,186 97
" " 31, 1866	951,357 46
" " 31, 1867	853,363 57

BALANCE SHEET.

Construction		$4,715,377 78
Stock interest account		463,010 85
Fencing account		9,327 40
Toledo depot grounds and improvements		269,681 76
Real estate		89,914 45
Right of way		103,991 95
Rolling stock		494,543 24
Lima shop equipment		12,145 31
Bills receivable		5,624 00
Telegraph line		1,469 55
Buffalo and Cleveland steamboat stock		25,000 00
Town of Perrysburg		11,000 00
Individual accounts		9,047 80
Railroad companies		5 98
Profit and loss		207,529 11
		$6,417,669 18
Capital stock, new	$2,277,732 08	
" old	99,857 01	
" not issued	10,474 48	
First mortgage bonds	283,000 00	
Second " "	2,589,000 00	
Third " "	642,000 00	
Toledo depot "	169,500 00	
Income bonds	2,100 00	
Bills payable	200 00	
Interest on bonds	6,843 37	
Railroad companies	13,409 28	
Individual accounts	435 00	
Cin., Hamilton & Dayton R.R. Lessee	323,117 96	
		$6,417,669 18

President.—S. S. L'HOMMEDIEU.

Directors.—M. R. Waite, H. S. Conklin, Preserved Smith, Lowell Fletcher, George H. Hill, John Young and Lynds L. Jones.

Vice President.—JOHN W. HARTWELL.

Secretary and Treasurer.—FREDERICK L. SHORT.

Gen'l Sup't.—DANIEL MCLAREN.

Ass't Sup't.—JOHN H. WELLER.

Tenacity of Steel Rails.

At the Chalk Farm Station of the London and North Western Railway a Bessemer steel rail is now to be seen still in use, and in good order, which has outlasted twenty-five iron rails successively placed next to it on the same line. Judging by this example, the steel rails are at least twenty-five times as durable as iron ones. Steel rails are very tough, as some experiments made within the last few days at the works of Messrs. John Brown & Co., and Messrs. Cammell & Co., of Sheffield, conclusively illustrate. These experiments were made chiefly for the satisfaction of the Hon. W. J. McAlpine, formerly engineer of the State of New York, and much connected with railways in America, who contemplates the more extended introduction of steel rails into that country. The result was to show the great toughness and powers of endurance of the steel rails. In one of the experiments a ram of a ton weight was suffered to fall upon a rail of 68 lbs. to the yard, supported on iron blocks 3 ft. apart in the clear, from a height of 20 ft., and the only effect was to bend the rail. The rail was then turned upside down and the blow was repeated, when the rail was bent straight, but without any cracking being visible. Finally, the rail was exposed to the test of a ton ram falling through 30 ft., when the rail was very much bent and twisted, but not a crack was visible. By the mode of manufacture now adopted perfect uniformity in the composition of every rail is insured.—*London Railway News.*

Cincinnati, Richmond and Chicago R. R.

The income of this company for the eleven months ending March 31, 1867, was as follows:

From passengers		$80,563 00
" freight		100,003 64
" mails and express		8,956 56
		$189,523 20
Expenses, viz:		
Operating road, renewal of bridges, &c	$137,582 79	
Rents to other companies	16,500 00	
Mileage of cars	4,294 54	
Interest on bonds	26,133 33	
Taxes—State	2,817 25	
" National	2,707 85	
		190,035 76
Excess of expenses, taxes and interest on bonds over income		$512 56

The assets and liabilities of the company are as follows:

ASSETS.

Construction	$807,083 29
Equipment	116,157 91
Real estate	700 00
C., H. & D. R. R. lessees	454 49
Profit and loss	512 56
	$924,908 25

LIABILITIES.

Capital stock	$362,950 00
Mortgage bonds, due July 1, 1895	560,000 00
Interest on bonds unclaimed	1,958 25
	$924,908 25

President.—S. S. L'HOMMEDIEU.

Directors.—John W. Ellis, John Young, Geo. H. Hill, E. W. McGuire, William Goodman, Lowell Fletcher and William Beckett.

Vice President.—JOHN W. HARTWELL.

Secretary and Treasurer.—FREDERICK SHORT.

Gen'l Superintendent.—DANIEL MCLAREN.

Ass't Superintendent.—LEWIS WILLIAMS.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to 30th June, inclusive, during the years 1866 and 1867, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1866	57,700	617,500	4,200,000	50,800
1867	14,500	128,500	1,449,200	28,800
Dec.	43,800	489,000	2,750,800	22,000

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 141,000 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

Canal opened—	1865. May 1.	1866. May 1.	1867. May 1.
Flour, bbls.	189,200	57,500	14,500
Wheat, bushels	1,465,300	617,500	128,500
Corn, bushels	1,700,200	4,200,000	1,449,200
Barley, bushels	150,700	50,800	28,800
Oats, bushels	2,671,600	1,917,700	606,500
Rye, bushels	90,500	125,800	88,500
Malt, bushels	167,700	86,300	47,000
Beef, bbls.	6,690	100	.....
Pork, bbls.	13,750	7	309
Bacon, lbs.	1,190,900	.....	34,400
Butter, lbs.	40,000	29,100	29,700
Lard, lbs.	1,423,200	54,700	47,600
Cheese, lbs.	199,400	78,600	28,600
Wool, lbs.	88,500	61,500	19,300

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,604,145	-------	-------
Allegheny Valley 50	1,498,400	-------	-------
Alton and St Louis.....100	125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point..100	1,232,200	-------	-------
Atlantic & N. Carolina ..100	5,545,225	-------	-------
Atlantic & Gt. Western .. 50	11,522,150	-------	-------
" " " pref. 50	1,919,000	-------	-------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '67 2
Augusta and Savannah ..100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apr.'67 4
Do. Washington Br.....100	2,650,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '67 5
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'67 3
Belvidere Delaware.....100	997,112	-------	-------
Berkshire* 100	600,000	J.A J&O	Jul.'67 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont.100	459,900	-------	-------
Do., do. pref.100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jul. '67 5
Boston and Providence...100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000	-------	-------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n.100	366,000	-------	-------
Buff., New York & Erie*.100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb. '67 5
Camden and Atlantic,pref. 50	600,000	-------	-------
Cape Cod Branch 60	721,926	J. & J.	Jul. 67 3½
Catawissa. 50	1,150,000	-------	-------
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110	-------	Jul.'67 4½
Central of Georgia.....100	4,666,300	J & J.	Jul '67 5
Central of New Jersey...100	13,000,000	J.A.J&O	Jul.'67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	955,900	-------	-------
Charlotte & S Carolina...100	1,201,000	-------	-------
Chemung*.....100	380,000	J.A.J&O	Jul. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '67 5
" " pref..100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy . 50	10,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern..100	4,390,000	-------	-------
Chicago, Iowa & Nebras*.100	1,000,000	-------	Jul. '67 5
Chicago and Milwaukee*.100	2,227,000	-------	-------
Chicago & N. Western...100	13,160,927	-------	-------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000	-------	-------
Cin. & Indianap. Junction.100	1,600,000	-------	-------
Cincinnati and Zanesville. 50	1,600,250	-------	-------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Feb. '67 4
Cleveland & Mahoning*.. 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan. '67 5
Cleveland and Pittsburg.. 50	5,403,911	J. & J.	Jan '66 4
Cleveland and Toledo 50	4,841,600	A & O.	Apr.'67 6
Col. & Indianapolis Cen..100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000	-------	-------
Conn. & Passump. Rivers.100	-------	-------	-------
Do. do. pref.100	1,673,300	J. & J.	Jan. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley. 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900	-------	-------
Dayton and Michigan*...100	2,384,941	-------	-------
Delaware. 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050	-------	-------
Detroit & Milwaukee.....100	452,359	-------	-------
" " pref.100	1,500,000	-------	-------
D. Dock, E. B'dw. & Bat.100	1,200,000	-------	-------
Dubuque and Sioux City.100	1,673,641	-------	-------
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7a
Eastern (Mass.).....100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400	-------	-------
East Tenn. and Georgia...100	-------	-------	-------
East Tenn. and Virginia...100	-------	-------	-------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N. '66 2½
Do. do. pref. 50	500,000	J. & J.	Ja. '67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Feb.'67 5
Evansville & Crawfordsv.100	1,142,834	-------	-------
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '67 3
Flint and Holly	-------	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	-------	-------
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 2
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.) .. 50	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.).....	15,123,430	-------	-------
Great Western (Ca.).....	16,802,745	-------	------1½
Green and Coates St. (Ph.) 50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven.100	3,000,000	J.A.J&O	Jul. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hannibal and St. Joseph..100	$1,900,000	-------	-------
Do. do. pref.100	5,253,830	-------	-------
Hanover Branch 50	116,850	M. & N.	M'y '67 5
Housatonic..... 100	820,000	-------	-------
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River..... 100	6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top .. 50	494,380	-------	-------
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central 100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv.,Mad. & Ind...100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*.....100	1,500,000	J. A J&O	J'n'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb... 50	1 335,000	-------	-------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	Nov.'66 5
Lehigh Valley 50	10,734,100	J. A.J&O	Jul.'67 2½
Lexington & Frankfort ..100	514,646	M. & N.	Nov.'66 5
Little Miami..... 50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill* 50	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.) 25	90,000	-------	-------
Long Island..... 50	3,000,000	F.M.AN.	Feb. '67 2
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville..100	5,500,000	J. & J.	Jan. '67 4
Louisv., N.Alb.& Chicago.100	2,800,000	-------	-------
Lowell and Lawrence 100	200,000	J. & J.	Jan. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100	-------	-------	-------
Mahanoy & B'd Mount'n* 50	921,615	-------	-------
Maine Central.....100	1,600,860	-------	-------
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati..... 50	2,029,778	-------	-------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,061,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000	-------	-------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ..100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000	-------	-------
Milw. & Prairie du Chien.100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	-------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '67 4
Mississippi Central 100	2,030,261	-------	-------
Mobile and Ohio 100	3,588,300	-------	-------
Montgomery & W. Point.100	1,419,769	-------	-------
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell.....100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga.100	2,056,544	-------	-------
Naugatuck 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton.100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,538	-------	-------
N Haven & Northampton.100	1,224,000	J. & J.	Jan. '67 3
New Jersey.....100	5,000 000	F. & A.	Feb.'67 5
New London Northern...100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ..100	4,697,457	-------	-------
N. O., Opel. & Gt. West'n.100	4,093,425	-------	-------
New York Central.....100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston .100	1,755,281	J. & J.	Jan. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '67 5
Ninth Avenue.....100	795,360	-------	-------
North Carolina.....100	4,000,000	-------	-------
Northern Central 50	4,518,900	F.M.A.N	M'y '67 2
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey ...100	158,800	-------	-------
North Missouri 100	2,369,30	-------	-------
North Pennsylvania..... 50	3,150,150	-------	-------
Norwich & Worcester ...100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb.'67 2
" " pref.100	640,000	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647	-------	-------
" pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4.848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550	-------	-------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri.....100	3.581,000	-------	-------
Panama.....100	7,000,000	J.A J&O.	Jul. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg.100	1,365,500	-------	-------
Philadelphia and Erie*... 50	5,069,450	-------	-------
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*.....100	999,200	J. & J.	Jan. '67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J & J.	Jan. '67 5
Philadelphia and Dar'y... 20	100,000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,794,623	-------	-------
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jul. 67 2½
Pittsb. Col. and Cin.....100	-------	-------	-------
Pittsfield and N. Adams..100	400,000	J. @ J.	Jul '67 3
Portland and Kennebec...100	1,000,000	-------	Aug.'67 3
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester.100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia ... 50	605,019	-------	-------

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Rensselaer and Saratoga .100	$800,000	A. & O.	Apr.'67 2
Richmond and Danville ..100	2,000,000	-------	-------
Richmond and Petersb g.100	847,000	-------	-------
Rich., Fred. and Potomac.100	1,041,800	-------	-------
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome,Watert. and Og'nb.100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376	-------	-------
St. L., Alt. and T. Haute.100	2,800 000	-------	-------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	-------	-------
St. Paul and Pacific.....100	-------	-------	-------
Sandusky and Cincinnati.100	2,089,000	-------	-------
" " pref.100	393,073	M. & N.	M'y '67 3
Sand.,Mansf. and Newark.100	900,000	-------	-------
Saratoga and Hudson R...100	1,020,000	-------	-------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	-------	-------
Schuylkill and Susqueh's. 50	1,269,150	-------	-------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley* 50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke...100	844,200	-------	-------
Second Avenue (N. Y.)...100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	F. '67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	-------
South Carolina 100	2,819,275	-------	-------
South Shore 100	259,685	-------	-------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000	-------	-------
Springfield and Columbus.100	-------	-------	-------
Staten Island.....100	628,400	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 130	-------	-------
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama .100	595,927	-------	-------
Terre Haute and Indiana. 50	1,985,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.)....100	1,750,000	-------	-------
Thirteenth and Fif. (Ph.)- 50	-------	J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw.100	1,650 000	-------	-------
" " " 1st pref.100	1,700,000	-------	-------
" " " 2d pref.100	908,176	-------	-------
Tol., Wabash and West... 50	5,400,000	-------	-------
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111	-------	-------
Troy and Greenbush*.....100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rutl'd*.100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.).100	200,000	-------	-------
Union Pacific.....100	-------	-------	-------
Union Pacific (E. D.).....100	-------	-------	-------
Union Pacific (Cent. Br.).100	-------	-------	-------
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River....100	834,400	J. & J.	Jan. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000	-------	-------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164	-------	-------
Virginia Central 100	3,353,676	-------	-------
Virginia and Tennessee...100	3,454,815	-------	-------
Western (Mass.).....100	6,710,800	J. & J.	Jul. '67 5
Western Union 100	2,687,237	-------	-------
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester...100	1,130,470	-------	-------
Wilm. and Weldon.....100	1,340,273	-------	-------
Winona and St. Peter 100	-------	-------	-------
Worcester and Nashua .. 75	1,141,000	J. & J.	Jul.'67 3½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595	-------	-------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson.....100	10 000,000	F. & A.	Feb '67 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania..... 50	64,000	-------	-------
Illinois and Michigan 100	-------	-------	-------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 176,000	F. & A.	Feb.'67 5
Sault Ste Marie.....100	-------	-------	-------
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	-------	-------
Union..... 50	2,907,850	-------	-------
" preferred 50	-------	-------	-------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	MJS&D.	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	-------	Ju. '67 2½
Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Jun.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000	-------	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	-------
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000	M. & N.	Nov.'66
Adams Express.....100	10,000,000	FMA&N	Nov.'66
American Express.....500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	-------	-------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	-------	-------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p c.		
						Massachusetts.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6¾	....	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	55
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	88
30 Nov.'66	2.57	—	25	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	....	....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,052	164,742	5,255	—	....	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	753,414	113,472	—	....	54
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,535	—	....	....
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	30½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	431	63	—	Union (Transportation)	288,789	200,000	24,000	113,007	341,247	10,110	5	....	90
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	....
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						Connecticut.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						New York.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	—	....
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn	229,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	—	100	....
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	....	....
30 Sep. '65	24.00	—	—	116	—	Central Pk, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	.....	528,000	74,053	—	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	....	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	....	....
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	—	100	....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	—	—	—	....	....
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	....	....
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	....	....
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	....	....
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	55
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139,604	482,224	loss.	—	100	116
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115,000	1,024742	211,213	9	100	....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	.....	975	975	.....	—	—	—	....	....
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	.....	open by	T. & L.	R. R.	—	....	....
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	—	—	—	....	....
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	....	....
30 Sep. '65	1.50	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	12,839	808	—	....	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	....	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	....	....
						New Jersey.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	....	....	....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						Pennsylvania.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	....
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	250,000	36,294	294,683	121,721	20	....	28½
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	30½
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	....
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	12½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	1½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	....	....
31 Oct. '66	5.92	....	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	—	39,291	13,479	....	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,238	23,058	16	50	....
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	2½	50	....
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylk ll River (Phila.)	46,019	50,000	—	—	(op. by	S. & P.)	—	....	....
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	70½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	17
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'n F.)	250,253	250,157	—	—	101,996	38,491	8	50	27
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	65
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	19½
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	36
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	66
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	....	....
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	....
						Maryland.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	19½
						Ohio.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	59
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	--	.....	.....	-
Malden & Melrose bonds	46,971	--	.....	.....	....
Real Estate	6,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica City:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	150,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, June 1.					
Loan of Jan. 28, 1847 ..... registered	$6,610,100	6	Jan. & July.	1867	151½
Loan of March 31, 1848 ..... registered	8,715,542	6	" "	1868	108½
" " " ..... coupon		6	" "	1868	108
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	107
" " " ..... coupon		5	" "	1874	108½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	116
" " " ..... coupon		5	" "	1871	115
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " " ..... coupon		6	July.	1881	105
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	110½
" " " ..... coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,315,350	6	" "	1881	109½
" " " " ..... coupon		6	" "	1881	104½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	106½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	109½
" " " (5-20s) ..... coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) ..... registered	416,365,650	6	May & Nov.	1885	109½
" " " (5-20s) ..... coupon		6	" "	1885	109½
Loan of March 3, 1864, (10-40s) ..... registered	171,499,350	5	Mar. & Sept.	1904	103½
" " " " ..... coupon		5	" "	1904	102½
Pacific R. R. Bonds of (currency) ..... registered	13,722,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	----
" June 30, '64 & Mar. 3, '65 1st series	511,939,525	7.3	Feb. & Aug.	1868	105½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	108
" " 1865 ..... 3d series		7.2	Jan. & July.	------	107½
Matured Debt not presented	9,161,670	6	At maturity.	------	----
Gold Certificates of Deposit	17,323,980	---	.....	3 y'rs	----
Compound Interest Notes of 1864	130,030,240	6	At maturity.	------	----
United States Notes (greenbacks)	373,209,737	---	.....	------	----
Fractional currency	28 458,975	---	.....	------	----
Navy Pension Fund	12,500,000	---	.....	------	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ..... "	------	---	.....	------	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	77-'80	122
" —War bonds ..... "	1 548,000	7	" "	'83-'84	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	100½
" — " " (free.) ..... "		6	" "	1892	100½
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	----
" — " " ..... "	2,271,750	6	" "	'68-'86	----
" — " " ..... "	434,000	7	" "	'72-'86	82½
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	99½
" — " " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	99
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229 372	6	" "	'65-'79	----
" — " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	101
" — " ..... "	1,778,677	6	" "	1877	100
" — " " ..... "	241,000	6	" "	1879	----
" — " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,000	5	Jan. & July.	1866	93
" — " " ..... "	2,058,173	2½	" "	1866	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
—War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	417,000	5	" "	'66-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	98½
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	82
" —Funded Coupons ..... "	------	6	.....	------	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	98
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " " ..... "	1,727,000	6	"	1870	100½
" — " " ..... coupon	3,192,763	6	"	1890	100½
" — " " ..... inscribed		6	"	1890	----
" — " " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	108½
" — " "	375,000	5	April & Oct.	'72-'74	108½
" — " War Loan	220,000	5	May & Nov.	1880	99½
" — " Scrip	6,429,000	5	" "	1894	100½
" — " "	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	131½
" — " "	1,024,000	6	Jan. & July.	'71-'75	109½
" — " "	2,030,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " " ..... "	1,750,000	6	" "	'73-'83	92
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	92
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	102
—Bounty Bonds ..... "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	98
" — " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	79½
" — " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	98½
" —New Sinking Fund Bonds	------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	98
" —War Fund Bonds ..... coupon	1,650 000	6	" "	'83-'85	99
" — " " Notes	2,305,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	104
" —War Loan ..... coupon	731,000	6	" "	'71-'72	102½
New York—State Bonds ..... general fund	700,000	7	quarterly.	1870	103½
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	105
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" — " " ..... canal fund	702,000	6	"	1866	----
" — " " ..... general fund	500,000	6	"	1868	100
" — " " ..... canal fund	3,060,000	6	"	1871	100
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	100½
" — " " ..... "	2,250,000	6	"	1874	99½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	100
" — " " ..... general fund	800,000	6	"	1878	92½
" — " " ..... "	909,607	5	"	pleas.	----
" — " ..... canal fund	192 585	5	"	1866	----
" — " ..... "	1,163,000	5	"	1868	----
" — " ..... general fund	442,960	5	"	1868	----
" — " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	98½
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	62
" — " " (new) ..... "	3,500,000	6	Jan. & July.	'90-'92	52½
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	102
" — " " ..... "	4,095,309	6	" "	1881	103
" — " " ..... "	2,400,000	6	" "	1886	102½
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	95
" — " " ..... coupon	6,168,000	5	"	'77-'82	93
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	101
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	"	'77-'90	----
" — " " (new) ..... "	------	6	" "	------	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	58½
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	90
" —Funded Interest ..... "	872,813	6	" "	1892	64½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	70
" — " " ..... coupon	11,108,000	6	" "	'86-'95	----
" " (sterling) ..... "	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	------	6	" "	'76-'96	----
" — " " ..... coupon	------	6	" "	'76-'96	----
West Virginia—State Bonds ..... coupon	------	6	.....	------	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,528	5	quarterly.	1870	----
" — " "		6	"	1870	98
" — " "		6	Jan. & July.	1873	97
" — " "		6	May & Nov.	1875	97½
" — " "		6	Jan. & July.	1886	97½
" — " "		6	quarterly.	1890	98
" — " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	683,205	4	April & Oct.	'78-'79	----
" — " "	7,846,026	5	Various.	'66-'70	125½
" — " "		5	"	'71-'75	125
" — " "		5	"	'76-'80	99½
" — " "		5	"	'81-'86	102
" — " "		6	"	'67-'76	134½
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	100
" — " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "		6	" "	'81-'97	90
" —Improvement Loans ..... "		6	" "	'66-'95	90
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	95½
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	94
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " — " "	4,714,000	6	" "	'76-'78	----
" " — " "	1,800,000	6	" "	1883	100
" " — " "	5,149,271	6	" "	1887	101½
" " — " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " — " "	3,125,200	5	" "	1870	94½
" " — " "	319,000	5	" "	1873	----
" " — " "	1,000,000	5	" "	1874	----
" — " "	334,700	5	" "	1875	----
" — " "	2,016,000	5	" "	1876	----
" — " "	2,375,000	5	" "	'79-'80	88
" — " "	900,000	5	" "	1890	----
" — " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	83
" — " " (new)	749,222	5	" "	'67-'82	93
" — " " (old)	2,232,800	6	" "	'66-'93	95½
" — " " (new)	7,898,717	6	" "	'66-'99	100
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	95½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	80
" —Water Loan ..... "	484,000	6	" "	'71-'83	77
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	80
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	88
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	133
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County Fds. "	1,133,500	6	" "	1888	----
— "	2,200,000	6	"	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,49
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696 119
1867	377,852	380,190	489,555	407,018	459,370	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	182,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,562	283,921	338,691	343,471	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,234	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,234	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	720,651	787,736	898,357	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	------	------	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ....including Buffalo Division	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ....including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	------	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,151	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,543
1864	256,600	304,445	328,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,953	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	493,640	414,604	308,669	4,260,112
1867	304,095	283,661	375,210	362,783	333,952	284,977	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,848	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,001
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,696	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,855,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	437,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,239	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,694,97
1867	237,674	200,793	270,630	317,052	329,078	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,830	659,383
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	54,468	814,03
1867	39,078	27,667	36,392	40,710	57 852	60,558	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is , default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	----
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	----
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	----
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	----
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	----
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	----
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept.	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	----
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	97½
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	---	----	----	1870	---
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	94
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	----
Convertible bonds	600,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	'93-'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	3,335	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	92½
" " $675,000	675,000	6	"	"	1875	87½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	85
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	----
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'57-'60	----
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	----
Convertible bonds	1,500,000	7	" "	"	1882	----
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	94
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	----
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	457,408	—	Jan. & July.	Fr'nkfort o. M.	----	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	90
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	50
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	47,000	8	May & Nov.	" "	var.	---
1st Mort. (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	89⅝
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	948,000	7	F. M. A. & N	" "	1915	80
Equipment Bonds	270,483	7	May & Nov.	" "	1874	94
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7	----	----	1887	----
Dividend bonds	16,725	---	----	----	----	----
Income bonds	3,500	---	----	----	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	248,000	---	----	----	----	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Funded Interest	34,230	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	600,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96¾
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	---	----	----	----	----
Mortgage (ordinary)	780,490	---	----	----	----	----
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6	----	----	----	----
Endorsed by State of Tennessee	185,000	---	----	----	----	----
1st Mortgage (after State)	74,000	---	----	----	----	----
2d Mortgage bonds	14,000	---	----	----	----	----
Income Bonds	3,500	---	----	----	----	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	----
Mortgage Bonds	150,000	7	----	----	1881	----
Florida:—						82½
Internal Improvement (State)	1,655,000	7	----	----	1891	
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	----
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	74
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	79½
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				----
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	104
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	----
Construction	6,668,500	7	April & Oct.	London.	1875	----
Construction	2,523,000	6	" "	New York.	1875	113
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	358,500	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	264,000	10	" "	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				----
1st Mortgage	260,000	7				----
2d Mortgage (convertible)	1,000,000	7				----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	145,000	6	" "	" "	'67-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	----
Lebanon Branch 1st Mortgage	1,000	7			1866	----
Memphis Branch 1st Mortgage	281,000	7			'70-'75	----
Bardstown and Louisville	30,000	7			1870	----
City of Louisville bonds	1,137,000	---			'86-'87	----
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	----
Loan $400,000	314,100	6			'70-'71	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				----
Mortgage	24,000	7				----
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,335	7	Feb. & Aug.	New York.	1891	82
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	----
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				----
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,294,000	7	May & Nov.	"	1880	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	110½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	98½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	98
2d General Mortgage	2,693,000	7	" "	" "	1877	90½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	88½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500	---			1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.		----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		----
2d Mortgage (S. F.)	400,000	8		" "		----
1st Land Grant	3,612,000	7		" "		----
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		----
" " " "		8	" "	Mobile		----
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	----
" ten years	75,342	8	" "	"		----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	----
Mortgage	61,500	8			1866	----
Bonds	100,000	---	Jan. & July.		1870	----
Bonds	299,200	---	" "		1876	----
Bonds	639,500	---	" "		1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	94½
2d Mortgage	516,950	7	" "	" "		185
Muscogee:						
1st Mortgage	249,000	7				----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				----
Chat. and Clev. Subsc. (endors.)	231,000	---				----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6				----
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6		"		----
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	----
2d Mortgage Bonds	241,000	---				----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mort. Construction	1,730,600	8			1889	----
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	96
Db'ts of former Co.s outst'ding	100,000	---				----
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	104
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	----
" " ["]B.& N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	----
" " " "	45,560	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	----
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	118
New York and Erie:						95
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	101½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	10
5th Mortgage	926,500	7	June & Dec.	" "	1888	87
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520	---		London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		100½
3d Mortgage	950,300	7	Jan. & July.	" "	1867	99
New York and New Haven:						97½
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	95
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York	73-'7[illegible]	90½

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84¾
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct.	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7½	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	99
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	97½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94¾
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1850	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95½
" 1861, "	106,000	6	Jan. & July.	"	1871	89½
" 1843, "	1,525,800	6	" "	"	1880	89½
" 1844, "	804,000	6	" "	"	1880	89½
" 1848, "	101,000	6	" "	"	1880	89½
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	84
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	136
2d Mortgage	937,500	7	" "	"	1863	51½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds,	643,500	7	April & Oct.		'69-'91	
Sterl. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Bonds guar. by At. and Pacific.	2,000,000	7	Jan. & July.	New York.	1871	49½
Steuben'v and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	78
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110¾
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	31
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94¾
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'55-'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	598,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	9,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	95
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	86
2d Mortgage	772,000	7		"	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	....	....	....	....	57.0	236,791	76,773	21,006	—	....
31 Dec. '65	469.3	13.5	....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	....
28 Feb. '67	88.5	28.4	....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644 104	1,130,700	288,781	3,065,586	116.9	170,707	449,007	189,402	—	....
								ARKANSAS.													
2 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	....	230,251	104,394	—	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	366,900	100,000	—	....	23.8	53,855	103,333	26,249	3	....
31 Jan. '65	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	....	....	122.4	319,433	644,725	166,186	—	....
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	272,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,539	*	—	1,100,000	295,000	34,065	....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	....	....	62.0	....	67,143	loss.	—	....
30 Nov. '66	85.0	8.8	—	—	4	8	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,183	117.4	787,826	2,068,260	704,016	10	118
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,52½	10	95
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	....	*Florida*	....	....	—	....	....	....	....	....	....	....	....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	....	....	....	*Flo., Atlantic and Gulf Central*	....	....	—	....	....	....	....	....	....	....	....	—	....
— — '62	100.0	3.9	10.0	153 5	....	....	....	*Pensacola and Georgia*	....	....	—	....	....	....	....	29.4	....	....	....	—	....
								GEORGIA.													
30 Jun. '66	36.7	—	....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 700	36,500	22,721	1,296,541	36.7	....	415,411	54,648	4	....
— — '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	....	....	—	....	....	....	....	30.0	....	....	....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	....	53.0	....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	....	....	....	31.0	....	....	....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,300	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	....	1,159,188	528,043	8	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	....	....	....	—	....
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203,400	437,500	12,532	4,808,553	228.8	264,524	856,346	343,802	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '66	280.0	—	....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8½	114
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,558	2,799,435	31	146
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	....	6,820,750	1,802,272	—	45½
31 Mar. '67	181.8	181.5	....	42.4	92	46	1,800	Chicago, Rock Isl. and Pacific	15,318,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	97½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	....	4,214,342	180.0	....	742,097	377,476	—	....
31 Dec. '66	454.8	252.5	....	—	150	88	3,546	*Illinois Central*	30,954,453	*	10,523,828	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	123½
31 Dec. '66	111.0	—	....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	....	—	4,000,000	6,700,000	—	10,700,000	209.0	....	2,240,744	488,558	—	51
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	....	....	....	4,390,000	5,600,000	....	....	224.0	....	....	....	—	15
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	....	448,858	230,834	9	80½
31 Dec. '64	84.0	—	....	—	15	....	....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	....	315,172	117,941	6	100
— — '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	....
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	960,000	653,955	5,429,203	156 5	319,880	805,271	237,861	—	....
1 Jun. '58	58.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	....	....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	....	....	....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	....	426,408	227,534	—	....
30 Jun. '66	29.0	—	3.1	—				Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—	14	13	225	Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,908	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,348	334 0	959,947	3,143,189	1,592,055	8	....
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	....
30 Nov. '66	206.0	—	....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,633	206.0	....	1,533,042	386,268	—	....
31 Aug '60	53.7	—	....	125.3	....	....	....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	....	....	....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	....	9,008,369	188.0	....	340,898	....	—	....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	110½
31 Mar. '67	246.0	277.8	....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	15,625,531	2,669,517	1,745,795	10,601,200	9,125,840	736,951	20,473,991	523.8	2,586,193	4,673,193	1,609,387	—	83½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	....	1,550,000	....	....	....	....	....	....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	....	—	—	....	575,000	....	....	....	....	....	....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	....	—	—	....	600,000	....	....	....	....	....	....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	....	—	—	....	500,000	....	....	....	....	....	....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	....	584,342	323,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,394	159,018	—	798,285	456,949	275,060	1,974,444	59.7	....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	....	....	....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	....	....	83.2	....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	....	206.8	579,324	1,047,567	420,026	—	57½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,023,361	182.0	....	1,020,069	267,804	—	....
31 Dec. '62	152.0	—	3.6	....	....	....	....	*Platte County*	1,200,000	*	—	500,000	700,000	....	....	52.0	....	....	....	—	....
2 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	....	....	....	—	....
Sept. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,427,063	660,929	—	1,971,222	3,501,000	40 558	6,352,109	90.1	286,189	399,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1:0,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	100
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	114
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	43½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	12½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	116
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	129½
30 Nov. '66	47.9	7.0	46.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	132
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	148
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	110½
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	109
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,861	350,149	456,729	3,540,000	—	—	4,006,729	38.5	477,106	1,107,444	347,247	7	114¾
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	----
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	----
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,304	90,966	8	145½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,682	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	92½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	578	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	295,180	701,147	149,899	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er. by B	a L.Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	219,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	----
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	----
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	52
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb.&W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	138
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10¾	111
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	27	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	----
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	66½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	115½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	----
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	109
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	...	...	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	----
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,652	1,444,705	15	130½
31 Dec. '66	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	122
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,600,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	66
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	----
31 Dec '66	65.0	16.0	.....	—	...	...	.....	Raritan and Delaware Bay	4,998,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	loss.	—	65
31 Dec '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,604	*	454,219	731,050	1,010,000	—	1,741,550	54.0	.....	263,420	69,712	29	----
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	----
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	38.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,920	5,085,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	69½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	110
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '65	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,667,261	14,596,786	3,201,112	6	105½
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	103
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	58
30 Sept. '65	18.0	—	0.5	10.3	...	...	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	----
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	----
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	----
30 Sept. '65	18.5	—	1.3	—	...	...	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	----
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g	3,096,542	368,204	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	----
30 Sept. '65	21.0	—	1.6	—	...	...	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga R. R					6	----
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"			6	----
30 Sep. '65	13.0	—	3.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,098	274,988	111,021	8	----
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	----
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	----
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	----
30 Sept. '65	10.3	—	—	—	...	...	.....	Warwick Valley	172,676	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	----
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	----
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	----
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	----
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	25
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	—	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	----
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	103
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	150½
30 Nov. '65	101.0	102.5	.....	—	68	31	1,176	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	92¾
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	120¾
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	----
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	----
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,585,042	3,572,400	1,400,000	2,020	5,120,723	188.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	----
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	----
31 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,163	1,218,972	109,313	4,972,746	205.9	346,671	694,820	134,081	—	----
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	----
31 Dec. '66	412.0	45.2	.....	—	102	47	1,692	Toledo, Wabash & Western	19,850,000	*	2,263,900	6,700,000	14,345,000	795,301	22,113,900	250.6	—	3,717,386	906,200	—	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	....	136.0	13	11	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,000	313,542	2,870,342	44.0	134,201	356,277	123,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,969,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	....
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,788,496	714,825	20	130
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,148	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,153	—	....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	....	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,665	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,646	68,880	3,812,146	82.0	484,750	818,878	285,010	—	....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,232	128.5	1,078,411	3,718,680	2,260,027	20	57¼
31 Oct. '66	28.3	6.0	8.0	—	...	...	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	31½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	57
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,235	67.5	345,588	902,213	382,500	—	36
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038,2[illegible]6	—	44,251,544	365.5	7,080,026	16,583,883	5,967,520	9	52¼
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274,879	605,346	247,446	9	63
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,369,733	—	—	5,083,700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	28¼
30 Nov. '66	147.0	—	255.4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32,577,548	474.8	4,361,336	10,902,819	6,016,531	10	[illegible]
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,607	26.5	195,478	849,446	316,754	15	132¼
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,057,687	10	53½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,120	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,500	1,062,243	26,927,540	468.5	4,945,418	7,467,217	2,319,531	10	101
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,188	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,030	684,036	962,600	113,865	1,760,501	35.4	144,402	257,580	143,650	—	....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	....	62.0	340,600	625,641	169,323	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	....	....	....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	....	....	109.6	....	283,263	151,536	6	....
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	....	164.5	....	341,190	125,871	....	....
28 Feb. '59	102.0	—	....	—	...	...	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,[illegible]25	102.0	....	220,014	96,145	—	....
31 Dec. '66	136.0	106.0	....	- -	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,[illegible]75	242.0	....	1,312,738	387,332	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	....	140.0	10 mos.	441,029	154,081	—	....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	139,332	331,871	161,014	—	....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,990	1,462,314	11,093,891	291.0	405,051	1,274,307	624,142	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	....	—	—	—	—	—	....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	....	....	—	—	—	—	—	....
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,015,107	99.2	....	367,252	173,729	—	....
1859	47.4	—	2.3	- -	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	....	47.4	54,175	83,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	....	....	159.0	....	734,118	337,384	6	....
1859	....	—	....	—	—	-	—	Nashville and Northwestern	....	—	—	....	....	....	....	—	—	—	—	—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	....	45.8	57,960	127,958	87,243	—	....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	....	—	—	216,962	413,000	408,477	....	30.0	....	1,248	—	—	....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	....	....	—	....	....	....	....	32.0	....	....	....	—	....
— — '58	56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	....	....	—	....	....	....	....	56.0	....	....	....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	....	—	275,000	240,000	171,560	....	50.0	31,300	32,670	....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	....	70.0	102,200	282,846	196,568	—	....
— — '59	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	....	....	....	....	....	....	....	25.0	....	....	....	—	....
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,998	—	....
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	....
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	....	....	1,206,683	62.5	136,761	185,474	67,785	—	....
3 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	....	2,250,000	ope	r. by Vt.	Central	180,000	8	95½
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	....	....	23.6	....	90,278	34,358	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	....	....	ope	r.b.Troy	& Bost.	53,852	—	....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	....	113.7	703,034	136,302	40,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	[illegible] months	79.2	47,702	54,121	16,332	—	....
30 Sep '66	103.5	—	....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	....	....	103.5	—	696,703	127,035	—	16½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	....	....	....	2,063,655	2,923,000	380,780	....	167.7	6 mos.	300,101	102,651	—	15½
30 Sep. '66	123.3	10.1	....	—	18	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	....	289,581	49,581	—	....
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,626	*	—	883,200	102,500	5,799	1,486,527	80.5	....	326,554	213,852	7½	....
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,963	191.7	239,951	672,714	284,789	—	....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	....	78.6	159,981	279,945	145,385	7	....
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	....	....	23.7	12,542	—	—	—	....
28 Feb '67	80.0	—	....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	....
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	230,926	3,353,679	1,799,822	804,785	6,245,868	195.0	....	487,449	120,136	—	....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	52[illegible]22	7,362,250	214.9	278,839	556,022	93,832	—	....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,374	275.0	986,727	2,538,800	934,103	—	46
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	—	235.0	....	....	....	—	40
....	....	....	....	....	....	....	....	Western Union	....	....	....	....	....	....	....	....	....	....	....	—	
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	....	236,798	67,652	—	15
31 Dec. '32	49.0	—	....	—	16	17	214	Montreal and Champlain	2,462,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	....	242,798	117,842	—	63
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	[illegible],210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	....	4,368,510	1,154,855	—	....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	28,963,750	*	1,250,000	16,802,745	9,281,435	....	26,084,180	357.0	....	3,011,860	1,649,510	1½	....
31 Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	....	....	....	4,909,980	768,959	5,678,939	96.1	402,670	467,206	191,132	—	....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,230	55,777	—	—
July, '61	60.0	—	....	....	...	...	....	New Brunswick and Canada	1,402,748	62,3[illegible]	—	1,380,000	13,100	136,000	1,799,232	60.0	....	132,[illegible]55	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	180	Nova Scotia	4,273,401	*	—	4,273,[illegible]	—	—	4,273,281	92.0	158,416	129,107	37,181	..	—
								NEW GRANADA.													
D[illegible] 13	8[illegible]		....	—	11	22	120	Panama	9,000,000	*		5,0[illegible]		[illegible]	10,763,72[illegible]	48.[illegible]	....	[illegible]37,436	1,333,924		257

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	20½
Catawissa (preferred)	1,150,000	7	—	28½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	54½
Chicago & Alton (preferred)	2,425,400	7	7	116
Chicago & Northwestern (pref.)	12,994,720	7	7	67½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	77
Hannibal & St. Joseph (preferred)	5,253,856	7	—	65
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,556,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	—	65½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	98
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	83
Toledo, Wabash & Western (pref.)	1,000,000	7	7	72½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	94
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	80
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6			89
Boat Loan	232,807	6			90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91½
2d Mortgage	3,980,670	6	J. & J.	1882	74
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	59¾
Delaware and Hudson	100	10,000,000	10	155
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,146	10	46½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	55
" (preferred)	100	1,175,000	10	118¾
North Branch	100	----	—	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	20
" " (preferred)	50	2,888,988	—	31½
Susquehanna and Tide Water	50	2,048,260	—	16¾
Union	----	----	---	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	40 — @ 45 —
Pig, American, No. 1	42 — @ 44 —
Bar, Refined, English	85 — @ 90 —
Bar, Swedes, assorted sizes (in gold)	92 50 @105 —
Bar, Swedes, assorted sizes	155 — @ — —
Bar, English & American, Refined	100 — @105 —
Bar, English & American, common	90 — @ 95 —
Scroll, English	132 50 @180 —
Ovals and Half round	127 50 @137 50
Band, English	132 50 @ — —
Horse Shoe	127 50 @ — —
Rods, English	105 — @165 —
Hoop, English	137 50 @192 50
Nail Rod per lb.	— 9 @ — 10½
Sheet, Russia per lb.	— 18 @ — 18½
Sheet, English, Single, Double and Treble	— 5½@ — 8
Rails, English (gold) per ton	53 — @ 54 —
Rails, American	79 — @ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 23
English Spring (1st & 2d qlty.)	— 10½@ — 12½
English Blister (1st & 2d qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
German	— 14 @ — 16
American, Blister	— 11½@ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— — @ — —
American Spring	— 12 @ — 15
American Machinery	— — @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb.	— — @ — 35
Sheathing, Yellow	— — @ — 24
Pig, Chile	— — @ — —
Bolts	— 36 @ — 37
Braziers'	— 35 @ — 36
American Ingot (cash)	— 23¾@ — 24½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	6 50 @ 6 62½
German Refined	6 50 @ 6 62½
English	6 50 @ 6 87½
Bar per lb.	10 — @ — —
Pipe and Sheet	10 25 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold) per lb.	— 26 @ — 26½
Straits (gold)	— 24½@ — 24¾
English (gold)	— 23½@ — 23¾

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	9 — @ 9 50	12 50 @ 13 50
Plates, I. C. Coke	7 25 @ 8 75	10 50 @ 12 25
Plates, Coke Terne	6 75 @ — —	9 25 @ 9 50
Plates, Charcoal Terne	8 50 @ 9 —	11 75 @ 12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash) per 100 lb.	5 75 @ 6 —
Clinch (cash)	7 37½@ 7 50
Copper	— — @ — 42
Ausable Horse, Norway Iron, Forged	— — @ — —
Zinc Nails (6 mos.)	— 18 @ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 12½@ — 14
Refined, free U. S. to White	— 41½@ — 45
Ref'd, in bond, prime L. S. to White	— — @ — 32
Ref'd, in bond, [illegible] White	— [illegible] @ — 31
Naptha, Refined ([illegible])	— — @ — 33

New York Stock Exchange.

Actual Sale Prices for the week ending July 10.

	Th 4	F. 5	Sat. 6.	M 8.	Tu. 9.	W. 10
Atlantic M. S. S. Co.	107¾	107½	107½	107½	107½	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	91	----	
California 7s	----	----	----	----	----	
Canton Co.	47	----	47½	46¾	49	
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	----	----	----	114	----	
" " pref.	----	----	----	----	----	
" " 1 M.	98	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	----	----	146½	146	----	
" " " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n	46	46½	45¾	44½	45½	
" " pref.	67¾	67¾	67½	66½	67½	
" " 1st M.	----	----	----	----	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " Consol.	----	----	----	80	----	
Chicago & Rock Isl.	97½	97	97	96½	97½	
" 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	----	----	----	----	108	
Clev. and Pittsburg	86½	86½	88½	90½	93	
" 2 M.	----	----	----	----	----	
" 3 M.	----	----	----	----	----	
" 4 M.	----	----	----	----	----	
Clev. and Toledo	122	121¾	121½	120¾	120¾	
" S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref	37½	37	37½	38½	40	
Del. & Hudson Canal	154	----	154	----	156	
Del., Lack. & West.	----	----	----	----	----	
" 1M. 8 p.c. '71-6	----	----	----	----	----	
" 2M. 8 p.c. '81	----	----	----	----	----	
Erie	68¾	68	67¾	66¾	69½	
" pref.	----	77	77	----	77	
" 1 M. 7 p.c. '67	----	----	----	----	----	
" 2 M. 7 p.c. '79	----	----	----	----	----	
" 3 M. 7 p.c. '83	----	----	----	----	----	
" 4 M. 7 p.c. '80	----	----	----	90	90	
" 5 M. 7 p.c. '88	----	----	87	87	87	
Hudson River	110½	110	110	----	110	
" scrip	----	----	----	----	----	
" 1M. 7 p.c. '69	----	104	----	----	----	
" 2M. S.F.	----	----	----	----	----	
" 3M. 7 p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	122	122½	122½	123	123¾	
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	113	----	----	
Marietta & Cin. 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	----	10	10½	10½	11½	
Michigan Central	----	111	109½	109½	110¾	
" SF. 8 p.c. '82	----	110½	110½	----	----	
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I.	82	82¾	83½	82½	83¾	
" " guar'd	----	----	----	----	----	
" " 1M. S.F.	98	----	----	98½	98	
" " 2 M.	----	90½	----	----	----	
Mil. and P. du Chien	----	----	----	----	----	
" " 1st pref.	----	----	----	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Milw. and St Paul	42	44½	44½	44½	46	
" " pref.	64	63¾	65½	64	65½	
" " 1st mort.	----	----	----	----	----	
" " 2d mort.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	----	----	----	----	----	
Missouri 6s	95½	95¾	96	97	97	
" iss. to H. & St. J. R.	----	----	----	79½	----	
" " Pacific	----	----	96¾	----	97½	
New York Central	106	105½	105	104¾	105¾	
Real Estate	----	----	----	----	----	
" 7s. S.F. '76	----	----	----	----	----	
" 7s. conv. '76	----	----	----	----	----	
" 6s, S.F. '83	----	----	----	----	----	
" 6s, S.F. '87	----	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	----	----	----	
" 1M. 7 p.c. '73	----	----	----	----	----	
" 2M. 7 p.c. '64	----	----	----	----	----	
" 3M. 7 p.c. '67	----	----	----	----	----	
North Carolina 6s	----	----	----	----	----	
" ex-coupon	53½	54	55	55	55	
" new	53½	54	55	55	----	
Ohio & Miss. cer.	27½	27½	27½	26⅞	27⅞	
" " pref.	----	----	----	----	----	
Pacific Mail S.S. Co.	141½	141½	140½	141	143	
Panama	----	----	256	257	----	
Phila. and Reading	110	----	106½	105	105¾	
Pitts. Ft. W. & Chicago	101½	100¾	101	100	101	
" " 1M.	102	----	----	----	----	
" " 2M.	----	----	----	94	95	
" " 3M.	----	----	----	84	----	
Quicksilver Mining Co.	32	32	32½	32	34¾	
St. L., Alton & T. H.	51	----	----	----	----	
" " pref.	----	----	----	----	----	
" " 1M.	----	----	----	----	----	
" " 2M. pref.	----	85	84½	----	----	
" " Inc. b'ds	----	----	----	----	----	
Tennessee 6s. 1890	----	----	----	----	----	
" ex-coupon	66	66½	----	65½	66	
" new	63¾	63¾	63¾	63½	63½	
Tol. Wab. & Western	48½	50½	51¾	49½	51½	
" Pref.	----	71½	72½	----	----	
" 1M. ex.	----	----	----	92½	----	
" 2M.	----	79½	80	----	78	
" Int. b'ds	----	----	----	----	----	
Virginia 5s	----	----	----	----	----	

New York Stock Exchange.

Actual Sale Prices for the week ending July 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	115	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	108⅛
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	102½	----	102¾	102½	102½	102¾
U. S. 5s, 10-40s, reg.	----	----	----	----	----	102¾
U. S. 6s, 1881, reg.	----	----	109½	110	110	110⅛
U. S. 6s, 1881, cou.	109⅝	----	109½	110½	110	110⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 5s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	138	----	----
U. S. 6s, 5-20s, c. 1862	111½	111⅝	111½	111⅝	111⅞	----
U. S. 6s, 5-20s, c. 1864	108⅝	108¾	108¾	109½	109⅝	----
U. S. 6s, 5-20s, c. 1865	108⅝	108⅝	109½	109½	109⅝	----
U. S. 6s, " reg.	108	----	108⅝	109¼	109½	----
7.30 Notes, 1st series.	107½	107½	107½	108¼	107⅞	----
" " 2d series.	107	107	107	107½	107⅞	----
" " 3d series.	----	106¾	----	107½	107⅞	----
American Gold	----	----	----	----	138⅞	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Catawissa	----	----	----	----	----	----
" preferred	29½	----	29½	29⅝	29⅝	----
Camden & Amboy	----	----	130½	130½	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	92	----	----	92½	----
" " 6s,'75	----	87	----	87½	----	----
" " 6s,'83	----	90	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	93½	----	93½	93½	93½	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	29	----	----
" " pref.	----	----	----	----	42	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation 47	----	----	----	46¾	46½	----
" " 6s, '84	----	----	----	----	----	----
Lehigh Valley R. R.	----	57½	----	58	57¾	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	31	31½	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill 56½	----	57	----	----	----	----
Morris Canal	----	----	----	55	55	----
" " pref. 118¾	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s. 87	----	86	87	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R. 53	----	53	53	53	52¾	----
" 1st m. 97	----	----	----	97½	----	----
" 2d m. 94¾	----	94¾	94¾	----	94¾	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s. W. L.	----	----	----	----	----	----
Philadelphia City, 6s 95	----	95	95	95½	95¾	----
" " new 99½	----	99½	99½	100	100	----
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	63	----	----	----	----
Phila. & Reading 54¾	----	55	55	53½	52¾	----
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	95½	95½	----
Philadelphia & Erie	----	28⅜	28⅝	28	----	----
" " 6s	----	----	----	92½	92½	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref. 30	----	30⅝	----	31	31	----
" " 6s '82 74	----	----	----	----	74	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72 91½	----	----	----	----	----	----
Susq. Canal	----	16⅞	16¾	16⅝	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	22¾	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	12½
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	70½	----	----
Spruce & Pine, "	----	----	----	----	27	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 9.

	W.3.	Th.4	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875	97	----	----	95	----	97½
" " 1886	----	----	----	97	97½	----
" " 1870	----	----	----	----	----	----
" " 1890	97½	----	97¾	98½	98½	98
Balt. and Ohio	114	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	97¾
Northern Central	43	----	----	----	43½	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	19¾	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 10.

	Th. 4.	F.5.	Sat.6.	M.8.	Tu.9.	W10
Boston and Lowell	----	116	----	----	----	----
Boston and Maine	----	129	----	130	129½	----
Boston and Providence	----	----	132	132	----	----
Boston and Worcest.	----	145½	146½	----	148	----
Cheshire, pref.	----	----	56	57	57	----
Concord	----	66½	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	108¾	109	109	109	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	114¾	----	----	----
Manchester & Lawr'ce	----	115⅝	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	109	----	----	----	----
Old Colony & Newport	----	93½	93	92¾	92¾	----
Ph., Wil. & Baltimore	54	54	54	53¾	53¾	----
Portl'd, Saco & Ports.	----	----	----	----	100	----
Vermont & Canada	----	95	95	95½	----	----
Vermont & Mass.	52	----	----	52	52	----
Western	140	140	138	----	138	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	88	88	----	88	88	----
Metropolitan "	55	54	54	----	----	----
Middlesex "	40	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	24½	24½	23½	23¾	----	----
Franklin "	18½	17¾	17½	18	----	----
Huron "	----	----	2½	1	1	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	8½	8	7	7½	7	----
Pewabic "	----	----	----	----	12	----
Pittsburg "	----	----	----	33½	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	6½	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 14th and 21st of June.

	Closing Prices June 21.	Closing Prices June 14.
United States, 5-20s, 6 per cent 1882	72¾@ 73	73 @ 73½
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	70¾@ 71	70¾@ 71½
Do. do. 6 do. 1868	87 @ 90	87 @ 90
Do. 5 per cent., 1874	70 @ 72	70 @ 72
Virginia State, 5 per cent	58 @ 62	53 @ 58
Do. 6 per cent	45 @ 47	45 @ 47
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	50 @ 55	50 @ 55
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	50 @ 55	50 @ 55
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	25 @ 26	25 @ 26
Erie shares, $100 (all paid) 8 p. c.	38½@ 39	39½@ 40½
Do., convertible bonds, 6 p. c.	66 @ 68	67 @ 69
Do., 3d mort., 1883, 7 p. c.	69 @ 71	69 @ 71
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., 7 p. c., 1875	74 @ 76	74 @ 76
Do., $100 shares (all paid)	78¾@ 79½	79 @ 79½
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	89 @ 91	89 @ 91
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	78 @ 80	78 @ 80
Do. with option to be paid in Phil.	78 @ 80	78 @ 80

American Railroad Journal.

Saturday, July 13, 1867.

Stock Exchange and Money Market.

Money has been quite freely offered all through the week, especially on call, both by the banks, and by private lenders. But the demand has not been equal to the absorption of the available supply, despite the increasing activity at the Stock and Produce Exchanges. And the tendency of rates has been in favor of borrowers. The ruling figures have been, for temporary accommodation, 4 per cent. to the great dealers in the public funds, and 5@6 per cent. to the Stock firms. The latter have been the main customers. Lenders, finding extreme difficulty in placing their balances advantageously, have been making unusually large investments in the public funds. Even the city banks have been obliged to seek employment for much of their available resources, through the same channel. This movement has stimulated business in the National stocks, which have been decidedly brisk, and buoyant in price. The heavy July interest and dividend disbursements have added materially to the floating supply of capital; and have tended to stimulate speculation in the Stock Exchange. The domestic exchanges have been generally in favor of this centre, and currency has been flowing hither, in considerable amounts. General business has been rather more active, and there has been an increase to a moderate extent, at bank and through private houses, of applications for discounts which have been pretty readily responded to in the instance of strictly prime short date commercial paper, on the basis of 6@6½ per cent. per annum; though the several failures in the dry goods line, during the week, have tended to make lenders more chary of accommodation, in a permanent form. Though the receipts of the Government have been quite liberal; unusually so indeed in the way of excises; its disbursements have largely exceeded its income from all sources, especially through the local office, which has cut down its balances, very energetically. The city banks have been gaining in strength, uniformly, through the week. They report an increase of $5,311,055 in their deposits, $3,084,175 in their specie, and $1,021,717 in their legal tender reserve, during the week, against an increase of $3,813,283 in their loans, and $126,837 in their circulation. Government is preparing for the payment of the half year's interest, due July 15, on the third series of the Seven-thirty notes, and it gives notice to holders of the notes, to send in their claims promptly. This disbursement will add further to the cash resources of the city banks, which are large holders of the notes. The specie reserve of the banks is now $10,853,171, against $9,865,266 same time last year. The city bank deposits are now $191,524,312, against $205,799,611 week ending July 7, 1866. The legal tender reserve amounts to $71,196,472, against $79,541,638 same time last year. The circulation now stands at $33,669,397, against $27,296,580 same time last year. The loans are now $246,361,237, against $257,534,833 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $82,346,998 a day, against a daily average of $82,324,059 the preceding week, and $73,740,134 the week ending with June 22. The current week's exchanges average $92,507,000 a day.

National Bank notes to only a very limited amount were issued last week, making the total issue to 1,671 banks thus far, $303,045,726, against $282,555,440 at the close of the fiscal ending year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,879,847, leaving, with the existing 1,650 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,665,879. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,607,500; and for the public deposits, $39,008,450—making a total of $379,615,950. The Treasury Department last week redeemed and destroyed $382,900 of worn and mutilated fractional currency, and issued none of the new. This latter circumstance was caused by the fact that an examination of the vaults of the National Treasury is now in progress by a committee appointed by

Secretary McCulloch for that purpose; and it was thought inexpedient at present to have any money delivered from the Currency Bureau. This is the first examination of the Treasury vaults since the Spring of 1861; before that it had been the custom to have an examination once in every six months.

The Philadelphia Bank movement the past week shows a decrease in loans, of $118,690; an increase of $96,764 in specie; a decrease in legal tenders of $82,386; an increase of $460,609 in deposits; and a decrease of $1,110 in circulation. The Bank Clearings show an increase of $2,378,816, and the balances, an increase of $144,727.

The U. S. Sub-Treasury receipts, week ending with July 6, were $13,055,392, including $1,610,006 from customs duties; payments, $15,022,070; balance at the close of the week, $130,492,492, against $132,459,170, at the close of the preceding week, showing a decrease of $1,966,678. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $8,885,877 including $260,964 from customs, and payments, $10,440,302; on Tuesday, receipts, $1,412,019; payments, $13,197,214. The balance at the close of business on Tuesday stood at $119,122,871, against $130,248,565 a week previous.

The total amount of gold certificates issued and redeemed by the U. S. Sub-Treasury, together with the outstanding balance on the 8th May, and at subsequent weekly intervals, is thus stated:

	Issued.	Redeemed.	Outstanding
20s ...	$333,900	$206,600	$127,300
100s ...	5,321,000	3,758,400	1,562,600
500s ...	1,164,500	541,000	623,500
1,000s ...	26,065,000	21,859,000	4,206,000
5,000s ...	159,675,000	140,130,000	19,545,000
10,000s ...	5,000,000	5,000,000	.....
Total 18th.	$197,559,400	$171,495,000	$26,064,400
Total 27th.	198,688,260	173,398,000	25,290,260
Total 1st..	200,092,100	174,475,000	25,617,100
Total 22d.	205,743,720	178,185,000	27,558,720
Total 29th.	207,613,980	179,540,000	28,073,980
Total 6th..	209,639,360	180,156,000	29,483,360

Government revenues have been on a much more extensive scale, since our last, especially in the form of excises, which open the new fiscal year quite encouragingly. The excises, last week, yielded $8,351,822, against $2,500,000, the preceding week; customs at the port of New York $1,610,006, and at the outports, about $550,000 (in coin) more, making the grand total income for the week equal about $11,322,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st inst., have been $8,351,822.

The Gold Market has been moderately active. The speculative demand has been fair. The customs inquiry has been an average one for the season. The export call has been pretty brisk. But the outflow of coin from the Treasury, chiefly, of course, in liquidation of interest claims of the public creditors, has been in excess of the wants of the market, in the absence of any disturbing element; and the premium has not been maintained as high as was indicated by the extreme figures of last week. Early on last Saturday, an exaggerated report of that day's shipments was put in circulation, but it did not help the inflation scheme perceptibly, as it was soon authoritatively contradicted. The California steamer added nearly a million dollars to the supply, in season for the Saturday export movement. On Wednesday of the current week, the outflow of specie from this port was $1,441,788. The range of the price through the week was from 138¾@139⅜; and the closing quotation on Wednesday was 138⅝.. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,573,013. The customs demand for Gold last week, averaged $322,000 a day; thus far, this week, it has been equal to $260,964 a day, or equal to a weekly aggregate of $1,565,784. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $18,024, and from California, $817,270. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $61,979,511, against $70,372,572 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $14,093,428, against $19,111,308 same time last year, showing a decrease this year, of $5,017,880. The exports of specie from this port, last week, were $1,534,861. The total outflow of specie from the port, since Jan. 1, 1867, has been $26,553,723, against $47,123,868 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $5,669,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $34,300,329, against $26,910,448 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to May 29, reached $14,863,783, against $15,035,553 same time last year, showing a decrease, in 1867, of $171,770.

Foreign Exchange has been in fair supply and demand, through the week, on a comparatively firm market. Some foreign orders for Government securities have been executed, and have added to the available offerings of prime bills, with seriously depressing the prices. Bankers' 60 day bills on London closed steadily on Wednesday at 109⅞@110⅛, and on Paris to 5.16¼@5.12½; sight bills on London to 110½@110⅝; and on Paris to 5.12½@5.10. The offerings of produce bills have been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,075,579, making the total value of exports since Jan. 1, 1867, $100,853,268, against $109,179,109 same time in the preceding year.

Government securities have been in unusually active investment demand, and prices have advanced materially. The most decided improvement has been in the old Five-twenties of 1865, which have been in request for export and on speculative account, on a reduced supply. The later issues of the Five-Twenties, as also the first, or maturing August series of the Seven-Thirties have also been actively sought after at much firmer rates. The U. S. Assistant Treasurer at this point gives notice to the holders of the August Seven-Thirties that "this issue may now be exchanged at this office for Five-Twenty Bonds bearing date July 1, 1867, irredeemable for five years, and carrying six per cent. interest in gold. Interest on the 7-30s will be paid to day of presentation, and interest on the bonds will be charged from July 1st at six per cent. in currency. Interest on the 7-30s will cease August 15, and if not presented for exchange on or prior to that date, the holders will be deemed to have waived the privilege of conversion." U. S. sixes of 1881 closed here on Wednesday at 110¼@110½ ex July coupon; U.S. Five-twenties of 1862, 111⅝@112; U. S. Five-twenties of 1864 at 109⅜@109½; U. S. Five-twenties of 1865 at 109⅝@109¾; U. S. Five-twenties of 1865, consolidated, 108⅜@108½, ex July coupon; U. S. Five-twenties of 1867, 108⅜@108½; U. S. Ten-forties at 102⅜@102⅝, and U. S. Seven-thirties at 107⅞@108⅜. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

July, 1864	119¼	May, 1865	116½
August, 1864	118⅞	August, 1865	115½
October, 1864	117⅞	September, 1865..	115
December, 1864 ..	117⅛	October, 1865	114½

In railway and miscellaneous securities, business has been decidedly brisk at generally buoyant, though irregular prices. The fluctuations have been frequent, and sharp, but the drift of the speculative movement has been unmistakably toward higher values.

In general business, a further increase of activity has been noted, with rather more firmness, and buoyancy, in prices. The demand for breadstuffs has been quite active, and holders have had any exciting advantage. Cotton has been a leading exception having been dull and depressed, especially toward the close. Middling grades left off here on Wednesday heavily at 26@28 cents per lb. as extremes. The stock of cotton now here is estimated at about 81,000 bales. The receipts at the port this week, have averaged about 1,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 610,332 bales, against exports of 444,110 bales. The receipts at all the shipping ports from September 1 to latest mail dates have been 1,816,000 bales, against 1,965,001 bales same time last year; exports, 1,469,163 bales, against 1,470,100 bales same time last year; estimated stock at latest dates, 195,000 bales, against 308,000 bales same time last year. Foreign merchandise has been in rather more demand, and the leading articles have been held with more confidence. Dry Goods have been slightly disturbed by the failure in the interest reported during the week, but, on the whole, have held their ground well. The total imports of foreign dry goods, last week, were $1,146,464, and the total amount marketed $945,128. The value of foreign merchandise imported last week, was $2,825,329—making the grand total specie value of last week's imports of dry goods and merchandise, $3,971,793, and since Jan. 1, 1867, $132,536,848, against $158,657,512 same time in the preceding fiscal year. The ocean freight market has been rather more active, but, in most instances, at easier rates with 529 vessels of all classes in port. For Liverpool we quote flour at 1s.@1s. 3d. per bbl.; grain at 3½c.@4d. per bushel; cotton at $\frac{3}{16}$@¼d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 26.	July 3.	July 10.
Consols	94	94½	94¾
U.S. 5-20's of 1862	73	72¾	73
U.S. 5-20's of 1865	71	70½	71
Erie	40¾	43½	44¼
Ill. Central	79¾	79	80¼

The New York exports, exclusive of specie, for the week ending July 9, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,094,882	$3,075,597
Prev. reported	107,084,227	97,777,689
Since January 1	$109,179,109	$106,853,286

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,413,181	$1,146,464
Gen. merchandise	1,789,317	2,825,329
Total for the week	$3,202,498	$3,971,793
Previously reported	155,455,014	128,565,055
Since January 1	$158,657,512	$132,536,848

The balance in the Sub-Treasury on Wednesday was $117,421,605 51.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York and New Haven, 118; do., 6s, 95; Chicago, Rock Island and Pacific 7s, 89⅝; Great Western 2d mort., 74; Cleveland and Toledo 7s, 1886, 94; Toledo, Peoria and Warsaw 1st mort., 79; Chicago and Northwestern Equipment bonds, 94; do., Interest bonds, 90; Hannibal and St. Joseph pref., 63; Morris and Essex, 66; New Jersey Central, 122; do., 1st mort., 103; N. Y. State Bounty Loan, reg., 105½; do., coupon, 105; do., 6s, 1873, 100¼; Indiana 5s, 93; Georgia 7s, 84; Manhattan Gas, 140 Boston Water Power Co., 24¾; Mariposa pref., 24⅝; Western Union Telegraph, 49⅝; Brunswick City Land Co., 5½; Adams' Exp., 67½; Wells-Fargo, Exp., 64; Am. Exp., 63; Merchants' Union Express, 30 per cent. paid, 18; U. S. Express, 70; Wilkesbarre Coal, 38½; Spring Mt. Coal, 44; Ninth National Bank, 109; Phœnix Bank, 104; Bank of America, 136; Am. Exchange Bank, 118; Bank of North America, 104½; Fourth National Bank, 104⅞; Bank of Commerce, 116½; Mechanics Banking Association, 114; Central National Bank, 107; Metropolitan Bank, 108; Bank State of New York, 111; Ocean Bank, 102; Am. Ex. Bank, 118; Metropolitan Bank, 107; Benton Gold, 0.75; Corydon, 2.10; Columbian G. & S., 0.45; Consol. Gregory, 6.95; Davidson Copper, 1.30; Gunnell, Gold, 2.50; Kipp and Buell, 0.50; La Crosse Gold, 0.85; Liberty Gold, 0.04; Midas Silver, 2.00; Montana Gold, 0.15; New York Gold, 1.00; Nye Gold, 0.04; People's G. & S., 0.40; Quartz Hill Gold, 1.87; Rock Mt. Gold, 1.50; Smith and Parmalee, 4.60; Sensenderfer, 10.50; Twin River Silver, 30.00; Texas, 0.15; Walkill Lead, 0.56.

Philadelphia.—Pittsburg 5s, 70½; Cincinnati 6s, 90; State 6s, 1st series, 10[illegible]¼; do., 3d series, 102¼; Phila., Wil. and Balt. R. R., 53½; Camden and Burlington Co. R. R. 6s, 85; Huntingden and Broad Top R. R. 7s, 30; Belvidere Delaware bonds, 85; West Jersey R. R. 6s, 86; Ridge Avenue R. R., 7; Schuylkill Navigation Boat Loan 7s, 82; St. Nicholas Coal, ½; Buttler Coal, 10½; Hazleton Coal, 54; Preston Coal, 13¼; Mc Kean Oil, 4; McClintock Oil, 31; Ocean, 2.56; Mechanics' Bank, 31; Kensington Bank, 110½; Girard Bank, 57½; Commonwealth Bank, 63; The latest quotations are: City 6s, 95@95½; do., free of tax, 99⅞@100; State 5s, reg. 1870, 97@97¼; do., coupon, 94@95; do., 6s, W. L., 102¾@103; Reading, 52⅞@52⅞; do., 6s, 1870, 95@96; do., bonds, 89½@90½; Camden and Amboy, 130¼@130½; do., 6s, 1889, 93½@94; do., 1883, 90@92; Penn. R. R., 52⅞@53; do., 1st mort., 97@97; do., 2d mort., 94½@95; Little Schuylkill R. R., 31@32½; Morris Canal, 55@56; do., pref., 118¼@119¾; do., bonds, 90@91; Wyoming Valley Canal, 45@63; do., 6s, 84@85; Susquehanna Canal, 17@18; do., 6s, 64½@65; Sch. Nav., 20@20½; do., pref., 31@31¼; do., 6s, 1882, 73½@74; Union Canal bonds, 20@22½; Delaware Div. Canal, 57@57; do., bonds, 85@88; Elmira and Williamsport, 29@32; do., pref., 42@45; do., 7s, 1873, 91¾@96; do., 5s, 62½@62¾; Lehigh Coal and Navigation, 46@46½; do., bonds, 1884, 86½@89; North Pennsylvania, 36@36½; do., 6s, 86¾@87; Philadelphia and Erie, 28⅜@28½; do., 6s, 92@92½; Minehill, 56⅛@57; Catawissa, 10@15; do., pref., 28½@29; Lehigh Valley, 57¾@57⅞; do., bonds, 91½@92; Fifth and Sixth streets, (horse,) 40@44; Second and Third, 71@71; West Philadelphia, 65½@66; Spruce and Pine, 26¾@27; Green and Coates, 30@31½; Chestnut and Walnut, 43@45; Thirteenth and Fifteenth, 17½@19; Girard College, 27@29; Tenth and Eleventh, 63@67; Union, 35@37; Hestonville, 12¾@12⅞.

Boston.—Cheshire R. R. 6s, 1880, 94; Boston, Hartford and Erie, 12⅝; do., 7s, 53¼; Ogdensburg 1st mort., 99; Rutland and Burlington 1st mort., 136; Phila., Wil. and Balt. 6s, 1887, 95; do., 1871, 96¼; Old Colony and Newport 6s, 1876, 95¼; Vermont and Massachusetts 6s, 94½; Vermont Central and Vermont and Canada 8s, 100; Vermont Central 1st mort., 7s, consolidated, 60; Western R. R. 6s, 1875, 95; New Bedford and Taunton R. R. 6s, 97¾; Ogdensburg and Lake Champlain R. R., 58; do., pref., 99½; Indianapolis and Cincinnati R. R., 40½; Connecticut and Passumpsic Rivers pref., 80; do., 6s, 1876, 90; Summit Branch R. R., 11; Union Railway, 90; Lynn and Boston R. R., 10; Western R. R. Rights, Tenths, 13½; Boston and Worcester R.R. Rights, 4⅞; Richmond Coal, 1¾; Short Mt. Coal, 9⅞; Boston Water Power Co., 22; East Boston Co., 10¾; Cary Imp. Co., 6½; Waverly Land Co., 1⅜; Bullion Consolidated Mining Co., 66½c.; Ophir (N. S.) Gold, 1.65; Maine 6s, 1884, 98; do., 1889, 99; Massachusetts 6s, 1876, gold, 110; do., 5-20s, currency, 100½; do., 5s, 1894, gold, 100⅝; New Hampshire 6s, 1874, 98½; Rhode Island 6s, 1882, 98; St. Louis 6s, 1887, 86; Cambridge 6s, 98; Portland 6s, 1877, 95¼; Chicago 7s, 1892, River Imp., 98; do., 1881, W. L., 106⅛; Salem 6s, 1877, 98; Boston 6s, 1876, currency, 101; Albany 6s, 1879, 94; Charlestown 5s, 1877, 84¾; do., 6s, 1875, 97; Roxbury 5s, 1879, 85½; Boston Gas Co., 765; Cambridge Gas, 106; Pottsville, Pa., Gas, 10; West Cambridge Gas, 20; East Boston Gas, 25½; Blackstone National Bank, 122; Maverick National Bank, 105¾; Merchants' National Bank, 100¾; Eliot National Bank, 106; State National Bank, 91½; Exchange National Bank, 146⅛; National Bank of Commerce, 116⅛; Webster National Bank, 107¼; North National Bank, 114; Tremont National Bank, 118¼; Pawners' National Bank, 100; Suffolk National Bank, 113½; National Bank of Redemption, Market National Bank, 107; Allouez Mining Co., 6; Albany and Boston, 5; Bay State, 3; Calumet, 20; Concord, 2¼; Hecla, 25; Hancock, 6½; Madison, 75c.; Native, 1⅜; Petherick, 1; St. Clair, 2⅜.

Baltimore.—Virginia 6s, reg., old, 41½; do., 1866, 38; do., 1867, 36⅛; Marietta and Cincinnati 1st mort., 82; Central Ohio, 25; do., 1st mort., 85; Santa Clara Mining Co., 3; George's Creek, 60; Citizens' Bank, 14; Merchants' Bank, 105; Mechanics' Bank, 9¾; Union Bank, 58; People's Bank, 15¼; Com. and Farmers' Bank, 25; National Exchange Bank, 96. The latest quotations are: Balt. and Ohio, 114@114; do., 6s, 1875, 95@95½; do., 1880, 95@96; do., 1885, 97¾@98; Northern Central, 43@43½; do., bonds, 1885, 81½@81¾; N. W. Va., 11@18; do., 1st mort., 1873, 92@93; do., 2d mort., 91¾@92; do., 3d mort., 91⅛@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 82⅛@83; Central Ohio, 25@26; do., 1st mort., 85@88; Western Md. 6s, 70@72; do., 6s, guar., 92¾@96; Maryland 6s, coupon, 1870, 100@100½; do., Ins., 101@102; do., 1890, 100@102½; Baltimore 6s, 1870, 97@96; do., 1873, 95@98; do., 1875, 97@97½; do., 1886, 97@97¼; do., 1890, 98@98; do., coupon, 100@100; do., Park, 97@97¼; do., 1892, 94@98; do., 5s, 1838,-'70, 81@82; City Passenger R. R., 19¾@20½; Canton Co., 42@44; Gardner, 0.45@0.75; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal, 3¼@6½; George's Creek, 60@70; Santa Clara, 3⅞@5; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.30; Atlantic Coal, 0.50@0.70; Mineral Hill, 0.20@0.25; Baltimore Coal, 150@155.

Plastic Slate Roofing.

We invite attention to the Advertisement of the Plastic Slate Roofing Joint Stock Co., in another column. Plastic Slate is made of very finely pulverized slate rock, mixed to a paste with raw coal-tar, and spread with a trowel. It solidifies by solar heat, and becomes real slate again without any change in its dimensions. It is not combustible at any time—is a bad conductor, and requires intense heat from other bodies to raise it to a red heat. It is being used in nearly every State of the Union for all kinds of buildings.

☞ Proposals for the construction of a railroad from Hackensack Junction, on the Northern Railroad, through the Village of Hackensack, to a point on the lands of John S. Lozier, at Newbridge, N. J., will be received at the office of C. H. Voorhies, No. 1 Exchange Place, Jersey City, until the 27th inst.

☞ The Belfast and Moosehead Lake Railroad Company was organized at Belfast, Me., on the 3d inst. The charter was accepted, and Mr. Alden, Hon. Thomas Marshall, Col. A. W. Johnson, Axel Hayford and other prominent citizens were chosen Directors. Measures were taken for the immediate construction of the road.

☞ The Allegheny Valley Railroad is now completed to Brady's Bend, 25 miles above Kittanning. An excursion train from Pittsburg passed over the additional section from Mahoning to Brady's Bend on the 5th inst.

Railroad Earnings.—Weekly.

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in July, 1867, were $63,928 00
Corresponding week of 1866 ..... 84,969 00

Decrease $21,041 00

The earnings of the Chicago and Northwestern Railroad for 1st week in July, 1867 .. $192,924 00
Corresponding week previous year .. 190,762 00

Increase $2,162 00

The earnings of the Detroit and Milwaukee Railroad for the week ending July 4th, 1867, were $37,608 00
Corresponding week of 1866 ..... 35,558 00

Increase $2,050 00

The earnings of the Virginia and Tennessee Railroad for the fourth week of June, were $12,088, an increase of $2,138 on the same week last year. Total for the fiscal year commencing 1st of July, $716,970, an increase of $147,723 on same time of 1866.

Journal of Railroad Law.

DUTY OF RAILROAD COMPANIES TO BUILD AND MAINTAIN FENCES.—TO WHAT COMPANIES THE GENERAL RAILROAD LAW APPLIES.

The case of Staats *vs.* Hudson River Railroad Co., just decided by the Court of Appeals of this State, involves the question of the liability of the company under the General Railroad Law of 1850 and whether the provisions of that statute applies to companies chartered before its passage by the Legislature. The opinion of the court gives all the facts of the case. It was written by

SMITH, J.—The 44th section of the act of 1850 expressly imposes upon all railroad corporations to which it applies, the duty of erecting and maintaining fences on the sides of their road, with openings or gates or bars therein, for the use of the proprietors of the adjoining lands. But it is a question whether that section is applicable to the defendants, who were an existing corporation at the time of the passage of the act of 1850, they having been chartered by a special act in 1846. The 49th section of the act of 1850 subjects all railroad corporations within this State, existing at the time of the passage of said act, to all the duties, liabilities and provisions contained in certain specified sections of said act, including the 44th section, *not inconsistent* with the provisions of their charter. The duty created by the 44th section of the act of 1850, therefore, attaches to the defendants, unless it is inconsistent with some provision of their charter. The defendants claim that it is inconsistent with the provisions of the 24th section of their charter, which is in these words: "The said corporation, before running any cars upon the said road, shall erect and thereafter maintain upon the sides thereof, except where the road shall intersect some public highway, a fence, of such height and strength as is by law required, as a division-fence between the owners of adjoining lands; and shall make and keep in repair, wherever the same may be necessary upon the line of the said railroad, suitable guards to prevent cattle from running upon the same; but this section shall not prevent persons owning or occupying lands adjoining the said road from erecting, at proper and convenient places, where they may have occasion for crossing the said road for farming and other necessary purposes, suitable gates in the line of said fence, to facilitate such crossing, and to be kept in repair by the person using the same."

The argument on the part of the defendants is, that this section subjects the landowners to the duty of erecting and maintaining gates, while the act of 1850 imposes such duty upon the railroad company; and thus the two provisions are inconsistent with each other, and, consequently, the latter does not apply to the defendants.

It is to be observed, however, that the act of 1846 does not impose upon the adjoining owner or occupant an absolute duty to erect and maintain gates. It *permits* him to erect them; and, in case he avails himself of the permission, it makes it incumbent on him to repair them. If he does not choose to erect a gate, he is under no obligation to do so, and, of course, is under no duty to repair. But the duty of the railroad corporation to erect and maintain *fences* on the sides of their road is absolute; and the adjoining landowner may insist upon its performance. If all the landowners on the line of the defendants' road had seen fit to waive the permission to construct gates given to them by the statute, as they might have done, the defendants would have been bound, by the terms of their charter, to erect and maintain a fence on each side of their road throughout its entire length, except where it intersected public highways, or was inaccessible to cattle. Practically, the case would then have been the same as if the charter had not given permission to the landowners to erect gates. What new duty was imposed upon the defendants by the 44th section of the act of 1850? Simply, that the fences, which they were previously required to erect and keep up, should be constructed with gates or bars therein, when necessary to the landowners, instead of being immovable throughout. The new obligation is merely a modification of the former one—a specification of the mode, so to speak, in which the prior obligation is required to be performed. The fence required, whether with gates or without them, is but an ordinary erection for the purpose of restraining cattle from getting upon the track of the railroad; and a provision prescribing either mode of construction can hardly be regarded as inconsistent with a statute creating an obligation to erect the fence and maintain it.

We are referred to the cases of Visscher *vs.* The Hudson River Railroad Company (15 Barb., 37,) and Clarkson *vs.* The same (12 N. Y., 304), which hold that the provisions of the general railroad act, in respect to the mode of acquiring title to land for a roadway, are inconsistent with the provisions of the defendants' charter upon the same subject, and, therefore, do not apply to the defendants. An examination of those decisions shows that they proceeded upon very substantial grounds, which do not exist in the present case. The defendants' charter, as amended in 1848 (Laws of 1848, p. 39, ch. 30), and the general act, prescribed essentially different and incongruous modes of proceeding to acquire title to land, each complete in itself. Under the charter, a notice to the party was to be served or published ten days; the general law required four weeks' publication. The charter authorized proceedings in the Superior Court of the city of New York, or in the Supreme Court in any county of the State, for the appointment of five commissioners or appraisers, to be selected by the court, from the State at large. By the general law, the Supreme Court, in the district in which the land was situated, had sole jurisdiction; each party nominated six commissioners, from whom the court selected two on each side, and appointed the fifth; and the commissioners were all required to live in the county in which the land was situated. Under the charter, the roadway might be of any width required; by the general act, it was limited to ninety feet. The charter provided that, on filing the report of the commissioners, the court, on proof of payment or deposit of the money, should make a rule reciting the proceedings, which, on being recorded, should operate as a deed to the company. Under the general law, notice was to be given of an application to confirm the report, an appeal was authorized, and twenty days were allowed for appealing. In reference to those discordant provisions, Justice Parker said, in Visscher's case: "The two modes of assessing damages and obtaining title are incompatible and incongruous. The requirements of the general act are not additional to those of the charter. They cannot be ingrafted upon the charter. In Clarkson's case, Dean, J. delivering the opinion of the court, said: "For these sections to apply to the defendants' manner of acquiring title, they must be consistent with the provisions of the defendants' charter. That is not that they must be identical, but, that although they may differ in requiring something in addition to what was to be done before, they must not, in their requisition, take away any of the rights to which the defendants were entitled under the charter." These extracts show the course of reasoning adopted in those cases. Tested by it, the provisions of the general act, upon the point now under discussion, are not inconsistent with the defendants' charter. They do not deprive the company of any right; they impose no new duty; they simply regulate the performance of a duty which was imposed upon the defendants by their charter. If these views are correct, the 44th section of the act of 1850 applies to the defendants, and makes it their duty to keep the gate in repair. If it be assumed, however, that that section does not apply. Let us see how the case stands under the eight section of the act of 1854. That section is in these words: Every railroad corporation, whose line of road is open for use, shall, within three months after the passage of this act, and every railroad company formed or to be formed, but whose lines are not now open for use shall, before the lines of such railroads are opened, erect and thereafter maintain fences on the sides of their roads, of the height and strength of a division-fence as required by law, with openings or gates or bars therein, at the farm-crossings of such railroad, for the use of the proprietors of the lands adjoining such railroads, and shall also construct, where the same has not already been done, and hereafter maintain, cattle-guards at all road-crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs from getting on to such railroad. And so long as such fences and cattle-guards shall not be made, and when not in good repair, such railroad corporation and its agents shall be liable for damages which shall be done by the agents or engines of any such corporation to any cattle, horses, sheep or hogs thereon; and when such fences and guards shall have been

duly made, and shall be kept in good repair, such railroad corporation shall not be liable for any such damages, unless negligently or wilfully done. A sufficient post and line fence of requisite height shall be deemed a lawful fence, within the provisions of this section; but no railroad corporation shall be required to fence the sides of its roads, except where such fence is necessary to prevent horses, cattle, sheep and hogs from getting on to the track of the railroad from the lands adjoining the same. The defendants are undoubtedly within the operation of this section, unless, as is claimed by them, it applies only to cases where fences and gates had not been constructed at the time that act was adopted. That claim is not warranted by language of the section, and in my judgment does not accord with its meaning. In describing the corporations to which the section relates, its framers used the comprehensive words, "every railroad corporation;" and they specified as well those corporations whose lines were then open for use as those whose lines were not then open. In the case of Corwin *vs.* The New York and Erie Railroad Co. 13 N. Y. 53, Denio, J., speaking of section 44th of the act of 1850, expressed the opinion that it is not to be regarded as merely a regulation respecting division-fences, between the land of the railroad corporations and those of adjoining property, but that it is rather to be considered as providing a safeguard for the protection of the lives of persons traveling by railroad and of the property of in animals, which citizens in the vicinity of those roads may own. This remark of the learned judge is justly applicable, also, to the section we are called upon to construct, and the fact that the section was intended, in a great measure, as a police regulation for the safety of the traveling public, strengthens the conclusion that it was designed to have the general scope indicated by its language, and to prescribe a uniform rule for the government of every railroad company in the State.

It provides for two distinct acts, the erecting of fences and gates and the maintaining them; and although the former provision was unnecessary in cases where suitable fences and gates had already been built, yet the latter provision was useful in those cases as well as where the fences and gates were thereafter to be constructed. Each provision is to be taken distributively, and to be applied to the cases in which it can have effect, *reddendo, singula singulis.* Several other sections of the same act clearly apply to all the railroad corporation in the State, whether then existing or thereafter to be formed, and whether created by special charter or organized under the general law (7, 10, 14, 17). No question can arise as to the power of the legislature thus to amend the defendants' charter, as it contains an express reservation of the legislative power to alter or repeal it, and besides, the 22d section of the charter subjects the corporation to the general restrictions and liabilities prescribed by the third title of the eighteenth chapter of the first part of the Revised Statutes, the eight section of which provides, that the charter of every corporation, that shall thereafter be granted by the legislature, shall be subject to alteration, suspension and repeal, in the discretion of the legislature. I am of opinion that the defendants were charged with the duty of keeping the gate in repair, and, therefore, that the judgment appealed from should be reversed, and a new trial ordered.

(From "Wordswith's Railway Directory.")

Savannah and Charleston Railroad.

The Charleston and Savannah Railroad was sold under mortgage debt of $1,250,000 in Nov., 1866, and was purchased by individuals, subject to a State guaranteed mortgage of $500,000, which is now the entire debt of the road.

Its length is 102 miles, and the charter for its present name is dated January 1, 1867. 50 miles of the road out of Charleston, was uninjured during the war, and is to-day in first rate running order, having been supplied with new cross ties and other timbers for most of the way. The next 30 miles are being rebuilt from the resources of the company, and the work is rapidly progressing. This arriving point will open a through connection with Savannah *via* the river from Purysburg, and the remaining 22 miles will be put under work of repair immediately, so that by 1st Nov., or soon after, the trains will run through from Charleston to Savannah.

The rolling stock of the road, consisting of 12 first class locomotives, and a proportionate number of freight and platform cars, were not injured during the war, except from the unusual wear and exposure.

The time between Charleston and Savannah, when the road was operating was 5 hours, and the fare $5. The mails, passengers and freight paid equal to 7 per cent. on the entire debt of the road and 10 per cent. dividend on its stock.

With the return of prosperity which is now beaming upon the land to farmers, merchants and laborers, this road under its present able management will soon regain the reputation accorded by its friends in its earlier days. It helps make up the chain of the seaboard route forming what is called the "Great Annamissic Route," the shortest line to Savannah, Brunswick, Fernandina and Cedar Keys. It is now in the hands of six stockholders, J. Reed Boylston, J. H. Taylor, W. S. Hastie, Alex. Isaacs, F. S. Willis, and under the especial management of its builder and efficient Superintendent, Col. John S. Ryan.

JUNE 28TH, 1867. G.

Steel vs. Iron Rails.

The advantage, in an economical point of view alone, of the steel over the iron rail is fast being made manifest, and the total disappearance of the latter appears to be a mere question of time. Whilst there are complaints from almost every iron district in the kingdom, that very few orders for rails are being sent in, yet the makers of those of steel—particularly Bessemer—were scarcely ever busier. On nearly all large railways, more especially on those where the traffic is heavy, the steel rails are admitted to effect a very great saving, and are being fast put down on some of the largest lines. Amongst others, the London and North Western have recently put some down, and other companies are doing the same. At one establishment alone, the South Yorkshire Works, at Penistone, the firm known as that of Cammell & Co., Limited, about 300 tons of Bessemer rails are being turned out, there being some very large orders on hand for the Great Indian Peninsular Railway, which has now about 850 miles open, whilst the entire length of the line will be upwards of 1,300 miles. For America also a large quantity is being made, as it is understood that the Grand Trunk of Canada line is to be laid with steel rails, which Mr. Watkin, M. P., the chairman of the company, asserts will effect a very great saving, seeing that they have some 1,377 miles in work. Russia is now about our best customer for iron rails, for which country they may be suitable, seeing that the lines are long and the traffic limited. One great bar to the general introduction of the Bessemer rail is the rather large royalty to the patentee by the makers; whilst in Prussia, where a very large quantity of Bessemer is being turned out, no royalty whatever is paid, patent rights not being reserved in that country. The advantage thus gained is materially to check exportations of steel to the North of Europe.—*London Railway News.*

Journal Box Metal.

We invite attention to the Advertisement of Messrs. J. R. BAKER & Co., in another column, and also to the following testimonial which we have selected from a large number presented to us for our inspection:

NEW YORK, MARCH 12TH, 1867.

This will certify I am using the New Jersey National Metal Companies' Anti-Friction Journal Box Metal, cast in solid boxes for a pair of crank pin boxes, in the place of brass ones. This Journal has given us much trouble with heating and cutting with brass, I applied your National Metal on the rough Journal some six months ago, and I am very happy to say, in your favor that we have no more trouble with it. It runs perfectly cool, with one-third less than the brass ones did, this Journal being small and having heavy hard work to do, for the power of the engine, and making 65 turns per minute, I consider this place a good test for the merit of your National Metal, and I can honestly say your Anti-Friction Metal is the best of any I have ever used for Journal boxes.

Yours Respectfully,
JAMES S. SIMPSON,
Foreman of Machine Shop.
JOHN ROACH & SON,
Etna Iron Works, New York.

We the undersigned fully agree with the above statement, in regard to the working test of the merit of your metal, in our line of shafting.

Respectfully Yours,
GUILD & GARRISON,
Pump Machine Works, Brooklyn, E. D.

This Metal is adapted to Railroad Car Boxes, Steamships, Rolling Mills, and all other kinds of Machinery Journal Boxes where Brass or Babbitt's Metal has formerly been used in Journal bearings.

Nashua and Lowell Railroad.

The directors of this company have voted to issue twelve hundred shares of new stock on the first day of August next, and that an assessment of one hundred dollars per share be paid thereon on that day; that holders of stock of record on the first day of July next be authorized to take the said shares at par, in the proportion of one new share for every five shares then held by them; that a dividend of twenty per cent. be declared payable on the first day of August next, to stockholders of record on the first day of July next.

Lehigh Coal and Navigation Co.

A meeting of the stockholders of this company was held in Philadelphia on the 2d inst., for the purpose of voting upon the agreements for the merger of the Nanticoke and the Lehigh and Delaware Water Gap Railroad Companies into the Lehigh Coal and Navigation Company. The agreements having been read, the meeting proceeded to take a stock vote on the same, the result of which was that all the votes, numbering 24,144, were cast in favor of each of the agreements, the meeting thus deciding unanimously in favor of both.

Wharton's Patent Safety Railway Switch.

More than seven years ago we first noticed William Wharton's ingenious, simple, economic, now amply tested and abundantly approved *Switch*, in these columns. Mr. Wharton being young, patient, confident, was content to bide the consequences of trial, feeling that every fair test of his invention would prove its efficiency and its adaptation to a palpable and serious railroad want.

Nor has Mr. Wharton been mistaken; for, as he felt and his friends believed would be the case from the start, his Switch is now a conceded success, since it is the only switch that renders both rails of the main track immovable, and assures safe transit over the main track at the switch, without risk.

Wharton's Switch does not break the *continuity* of the rails in the track, and hence its *economy* in saving the rail from the battering to which a shifting track rail at the ordinary switch is exposed.

At Reading, where Mr. Wharton's Switch was attached to steel rails, it outwore twelve sets of iron rails in the parallel up track for empty cars, a conclusive testimony of its economy and durability.

Railroad men are sometimes averse to an improvement, however obvious its merits, until satisfied that, whilst it assures greater safety *it also costs less money*. And this latter consideration is potential, because anything that diminishes expenses increases profits; Wharton's Switch, therefore, not only commends itself to the operating department, but also to the treasury, whence dividends are disbursed.—*U. S. R. R. & Mining Reg.*

Interest and Dividends.

The Central Railroad Company of New Jersey have declared a quarterly dividend of 2½ per cent., payable, free of tax on the 20th inst.

The Terre Haute and Indianapolis Railroad Company have declared a dividend of six per cent., payable, free of U. S. tax, at the Farmers' Loan and Trust Co., 26 Exchange Place, N. Y., on the 10th inst.

The Delaware Railroad Company has declared a dividend of three per cent., payable at Dover, 1st of July.

The Mount Carbon Railroad Company a semi-annual dividend of 3 per cent., clear of tax, payable on demand.

The Chesnut and Walnut Streets Passenger Railway Company a dividend of $3 per share, clear of taxes, payable on demand.

The Thirteenth and Fifteenth Streets Passenger Railway Co., a dividend of 50 cents per share, clear of tax, payable on the 13th inst.

The Frankford and Southwark Philadelphia City Passenger Railway Co., a dividend of 3 per cent., clear of taxes, payable July 17.

The Naugatuck Railroad Company has declared a dividend of five per cent., free of government tax, payable August 15.

☞ The Boston, Hartford and Erie Railroad is reported to have arranged with the Erie Railway and the Pennsylvania Coal Company to indorse its bonds for $7,000,000. This sum, with the three millions granted by the State of Massachusetts, will suffice to complete the unfinished links between Willimatic and Mechanicsville, and between Waterbury and Fishkill.

☞ A new railroad is to be built through Dutchess County, New York, to connect Fishkill on the Hudson with the Harlem road in Columbia County. The amount of subscription required from Dutchess County, $500,000, has been made up, and that portion of the road will immediately be put under contract.

Illinois Central Railroad.

The statement of this Company for the month ending June 30, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	11,148.46 for	$105,831 45
Acres Int. Fund Lands sold	360.00 for	5,795 00
Acres Free Lands sold	4,733.18 for	62,171 68
Total sales during month of June, 1867	16,241.64 for	$173,798 13
To which add Town Lot Sales		880 00
Total of all	16,241.64 for	$174,678 13
Cash collected in June		$211,175 08

TRAFFIC DEPARTMENT.

Receipts from Freight		$330,928 00
do.	Passengers	125,329 54
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	30,000 00
Total Receipts in June, 1867		$496,615 87
Total Receipts in June, 1866		$560,024 63

Bessemer Rails in France.

The Paris, Lyons and Mediterranean has given out an important order for Bessemer steel rails, a contract for 20,000 tons having been let to the Terrenoire Mines and Iron Works Company at £12 12s. per ton, taken at the works. Some little time since the Western of France ordered 2,000 tons from the Imphy St. Seurin Company at £14 18s. per ton delivered at Batignolles; and the Northern of France also ordered 3,000 tons from the same concern at £14 8s. per ton, delivered at La Chapelle.—*Herapath.*

People's Passenger Railway.

The People's Passenger Railway was so far completed on Saturday, that the cars made two trips in the evening. They started from the front of the Wyoming House, at 7½ o'clock, and reached the present terminus (Market street,) in 25 minutes, a distance of nearly two and a half miles. The cars were filled to their utmost capacity, and on reaching Providence, several hundred persons had assembled to witness their arrival. The cars are large, easy and pleasant, and the trip was a most delightful one.—*Scranton (Pa.) Register, July 4.*

Norfolk and Gt. Western Railroad.

Books of subscription to the capital stock of this road are to be opened at Norfolk, Va., on the 20th inst. Colonel B. M. Jones has been appointed the Chief Engineer and General Agent. It is claimed that this road will give Norfolk exclusively the trade of the border counties of Virginia and North Carolina, commencing with Greenesville and Warren, and ending at the Tennessee Railroad.

Southern Central Railroad.

Hon. Donald Robertson, of Queenstown, C. W., has contracted to build the Southern Central Railroad from Owego to Fair Haven, and to finish it complete and ready for the cars within eighteen months. The road will be constructed of the best material, with the heaviest rail—sixty pounds to the yard—and is to be, in every respect, a first class road. The work is to begin at once.

☞ A convention of the friends of the proposed road from Toledo to Columbus, met at Toledo on the 10th inst. Resolutions were adopted providing for an immediate survey of the route, and for the appointment of delegates to a meeting to be held in that city on the 18th instant, to effect a permanent organization.

☞ The Albany and Susquehanna Railroad was formally opened to Bainbridge in Chenango County, on the 10th inst. Bainbridge is ten miles beyond Unadilla, which for some months has been the terminus, and 104 miles from Albany.

☞ A railroad from Utica to Hamilton, on what is known as the canal route, is to be built, work commencing immediately.

FOR SALE.

16 FLAT CARS—Broad Tread Wheels—Compromise—Just completed at Buffalo, N. Y.

These Cars are built in the most approved style, of the best White Oak Lumber.

Platforms 30 feet long, 8½ wide, Iron Trucks, Capacity 15 Tons, Warranted.

KASSON & CO.,
62 Broadway,
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3 PASSENGER CARS—4 8½ or 4-10 Gauge—Rebuilt at Buffalo—first-class finish—Patent Trucks—will seat 56 @ 58 Passengers.

To be had separately or together at a Bargain.

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FOR SALE

3 LOCOMOTIVES,
4-8 1-2 GAUGE,

All thoroughly REBUILT by one of the best makers in the country, and ready for immediate use.

1—Cylinders 14x22, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-66 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well brassed and springed up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

KASSON & CO.,
62 Broadway, New York.

OFFICE OF THE ILLINOIS CENTRAL R. R. CO.,
NEW YORK, June 21, 1867.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st of August next to the holders of the full paid shares registered on the 20th of July inst., and that the transfer books be closed on the said 20th day of July, and opened on the 5th day of August.

6t26 THOMAS E. WALKER, Treasurer.

M. T. DAVIDSON & CO.,

Manufacturers and Dealers in

Engineers' and Machinists' Tools and Supplies.

Principal Agents for the sale of the Fox Lathes, Chucks, Slide Rests, finished Shafting, Pullies and Hangers with self-oiling boxes, American Steam Gage Company's Steam and Vacuum Gages, Clocks, Revolution Counters, etc., Richard's Indicators, Morse's Patent Twist Drills. A full assortment of the above constantly on hand at Manufacturers' rates.

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PAINTS for Cars, Bridges, Roofs and Houses, at ONE-THIRD the cost of lead; 100 lbs. will paint as much as 250 lbs. of lead, and wear better. Extract from a testimonial received from the U. S. Mint, "have used the PECORA CO.'S BROWN PAINT where it is subject to the fumes of ACID and STEAM, and find it SUPERIOR to all others in protecting wood and metal." For joints it is superior to red lead. The floors and joints of bridges should all be painted with it as they are laid.

PECORA PAINT CO.,
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Sample setts forwarded on application. All Springs fully warranted.

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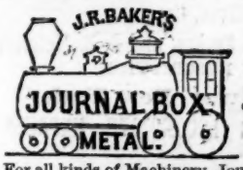
NATIONAL METAL CO.,



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The merits of this National Metal has achieved for it such success that during the past year the proprietors have enlarged their facilities for its manufacture. They are now able to supply all demands, and would commend it to the attention of the public with confidence, that one trial will convince the most skeptical of its worth.

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Lining Metals—No. 1, 30 cents per pound. No. 2, 25 cts.; No. 3, 20 cts.

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J. TAYLOR, Superintendent.
C. B. CROSSMANN,
40 Cortlandt street, N. Y., SUPPLY HOUSE.

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CHALLENGE!!

I will TEST my India Rubber Car Springs of any size, at any required pressure, with those of the New England Car Spring Co.'s, or any others, at the Convention of Car Masters to be held at Altoona, Pa., Sept. 18th, 1867.

Each Party to be at the expense of their own Testing Machinery, &c.

The Springs to be manufactured of the same material, weights and compound as now sold by both parties.

The above will set at rest the Unkind Reports of (the would be) Rubber Monopolizing Parties, that no spring can be manufactured of India Rubber equal to their own.

C. V. MEAD,
Hamilton Square Rubber Works.
P. O. Address, Trenton, N. J.

CAUTION.—Only Springs Stamped "C. V. MEAD," and fully warranted, are of his manufacture.

NOTICE TO THE CONSUMERS OF THE

GENUINE SWEDISH DANNEMORA IRON. (L)

I beg to announce that I have this day entered into a Contract with Messrs. W. JESSOP & SONS, of Sheffield, for the whole Annual Make of the above Iron, which, in future, will be stamped

(L) LEUFSTA W. JESSOP & SONS.

And to which I request the special attention of the Trade.

Leufsta, in Sweden, 29th April, 1867.

CARL EMANUEL DE GEER, Proprietor.

WM. JESSOP & SONS, in referring to the above notice, beg to inform dealers in, and consumers of, Iron and Steel, that they are prepared to receive orders for this IRON, and for BLISTER and EXTRA CAST STEEL, made from the Iron, at their Establishments, Nos. 91 and 93 JOHN ST., NEW YORK, and Nos. 133 and 135 FEDERAL ST., BOSTON.

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While its importance to CHEMISTS, DRUGGISTS, APOTHECARIES, MANUFACTURERS, PHOTOGRAPHERS, ASSAYERS, and all other kindred scientific pursuits, is universally acknowledged, the high price of the original Journal has necessarily limited its circulation in America. The subscription to the London issue is TWELVE DOLLARS A YEAR, but the price of the American reprint, which will be printed in exact *fac simile* of the original, will be TWENTY-FIVE CENTS A MONTH. No interested class can now afford to be without this indispensable REPERTORY OF PRACTICAL SCIENCE. While the Reprint, in form, size, type and engravings, will be a literal copy of the original, a change will be made in the TIME of publication and it will be published in MONTHLY instead of WEEKLY, numbers. This desirable change is more convenient, and allows the yearly numbers to be included in one compact quarto volume of SIX HUNDRED AND FIFTY PAGES.

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Are now constructing a Railroad from

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westward towards the Pacific Ocean, making with its connections an unbroken line

ACROSS THE CONTINENT.

The Company now offer a limited amount of their

FIRST MORTGAGE BONDS

having thirty years to run, and bearing annual interest payable on the first day of January and July, in the City of New York, at the rate of

SIX PER CENT. IN GOLD,

AT

Ninety Cents on the Dollar.

This road was completed from Omaha 305 miles west on the 1st of January, 1867, and is fully equipped, and trains are regularly running over it. The Company has now on hand sufficient iron, ties, etc., to finish the remaining portion to the eastern base of the Rocky Mountains, 212 miles, which is under contract to be done September 1st of this year, and it is expected that the entire road will be in running order from Omaha to its western connection with the Central Pacific, now being rapidly built eastward from Sacramento, Cal., during 1870.

Means of the Company.

Estimating the distance to be built by the Union Pacific to be 1,565 miles, the United States Government issues its Six per cent. Thirty-year Bonds to the Company as the road is finished at the average rate of about $28,250 per mile amounting to $44,208,000.

The Company is also permitted to issue its own First Mortgage Bonds to an equal amount, and at the same time, which BY SPECIAL ACT OF CONGRESS ARE MADE A FIRST MORTGAGE ON THE ENTIRE LINE, the bonds of the United States *being subordinate to them.*

The Government makes a donation of 12,800 acres of land to the mile, amounting to 20,032,000 acres, estimated to be worth $30,000,000, making the total resources, exclusive of he capital, $118,416,000; but the full value of the lands cannot now be realized.

The authorized Capital Stock of the Company is one hundred million dollars, of which five millions have already been paid in, and of which it is not supposed that more than twenty-five millions at most will be required.

The cost of the road is estimated by competent engineers to be about one hundred million dollars, exclusive of equipment.

Prospects for Business.

The railroad connection between Omaha and the East is now complete, and the earnings of the Union Pacific on the sections already finished for the month of May were $261,782. These sectional earnings as the road progresses will much more than pay the interest on the Company's bonds, and the through business over the only line of railroad between the Atlantic and Pacific must be immense.

Value and Security of the Bonds.

The Company respectfully submit, that the above statement of facts fully demonstrates the security of their Bonds, and as additional proof they would suggest that the Bonds now offered are less than ten million dollars on 517 miles of road, on which over twenty million dollars have already been expended;—on 330 miles of this road the cars are now running, and the remaining 187 miles are nearly completed.

At the present rate of premium on gold these bonds pay an annual interest on the present cost of

Nine Per Cent.,

and it is believed that on the completion of the road, like the Government Bonds, they will go above par. The Company intend to sell but a limited amount at the present low rate and retain the right to advance the price at their option.

Subscriptions will be received in New York by the CONTINENTAL NATIONAL BANK, No. 7 Nassau St., CLARK, DODGE & Co., BANKERS, 51 Wall St., JOHN J. CISCO & SON, BANKERS, No. 33 Wall St., and by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be sent by mail from the Company's Office, No. 20 Nassau Street, New York, on application. Subscribers will select their own Agents in whom they have confidence, who alone will be responsible to them for the safe delivery of the bonds.

JOHN J. CISCO, *Treasurer,*
NEW YORK.

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CHAPPELL'S PATENT STEAM VALVELESS PUMP OR

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These Pumps are used for Steamships, Steamboats, Railroad Water Stations, and raising or discharging water, wherever steam power is employed. In case of fire, they are invaluable. As Bilge Ejectors they have no equal. They are simple, effective and cannot choke, never failing in any emergency. Can be seen in operation at the factory. Reference given on application.

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MEAD & MANNING,

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A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

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